NACOmatic

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GENERAL INFORMATION This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the FAA

Department of Transportation, National Aeronautical Navigation Services, Silver Spring, Maryland 20910. It is designed fo

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as

use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call. FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: http://nfdc.faa.gov/portal/airportchanges.do

navigational facilities and certain special notices and procedures.

FAA, Aeronautical Information Services, ATO-R, Rm. 626

applicable to civil users.

800 Independence Ave., SW Washington, DC 20591 Telephone 1-866-295-8236 Fax 202-267-5322 Email 9-ATOR-HQ-AIS-AIRPORTCHANGES@FAA.GOV

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	Airport Information	Airspace Information*
Effective Date	Cut-off date	Cut-off date
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18 Nov 10	6 Oct 10	16 Sep 10
13 Jan 11	1 Dec 10	11 Nov 10
10 Mar 11	26 Jan 11	6 Jan 11
5 May 11	23 Mar 11	3 Mar 11
30 Jun 11	18 May 11	28 Apr 11

^{*}Including changes to preferred routes and graphic depictions on charts.

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Silver Spring, MD 20910-3281

Telephone 1-800-626-3677

Email 9-AMC-Aerochart@faa.gov Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov.

See the FAQs prior to contact via toll free number.

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Fax 301-436-6829

or any authorized chart agent.

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New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertical

line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing. This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information

GENERAL INFORMATION

General Information

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GENERAL INFORMATION

ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms m be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatic variations of the basic form. (Example-"req" may mean "request", "requesting", "requested", or "requests"). Army Air Field byd bevond AAF

Airbase C Commercial Circuit (Telephone) AB CGAF Coast Guard Air Facility abv ahove

ACC Air Combat Command: Area Control CGAS Coast Guard Air Station CIV

Center Civil acft aircraft clsd closed

ADCC Air Defense Control Center comd command

approach end rwy CONUS Continental United States AFR

CSTMS AFB Air Force Base Customs

AFHP Air Force Heliport ctc contact

airfield control afld ctl

AFOD US Army Flight Operations Detachment dalgt daylight

AFRC Armed Forces Reserve Center/Air Force Dec December

DIAP

Reserve Command DoD Instrument Approach Procedure

Automated Flight Service Station DoD **AFSS** Department of Defense

Agriculture DSN Defense Switching Network (Telephon AG A-GEAR Arresting Gear dsplcd displaced

durn duration ΔGI above ground level AHP Army heliport eff effective

ALS Approach Light System emerg emergency alt altitude FOR End of Runway

AMC Air Mobility Command ETA Estimated Time of Arrival Air National Guard Station ETD Estimated Time of Departure ANGS

approach exc except anch April Apr extd extend

APU Auxiliary Power Unit FRO fixed-base operator

ARR Air Reserve Base Feb February

arpt airport fld field Air Reserve Station FLIP Flight Information Publication ARS

AS Air Station flt flight

ASDE-X Airport Surface Detection Equipmentfollow flw Fri Model X Friday

ASU Aircraft Starting Unit Flight Service Station

Air Traffic Control GΑ glide angle

ATC

ATCT Airport Traffic Control Tower GCA Ground Controlled Approach

Aug August GS glide slope

ΔΠΙΜ All Up Weight (gross weight) haz hazard

available ΗQ avhl Headquarters bcn heacon

below

blo

CONTINUED ON NEXT PAGE

GENERAL INFORMATION

p-line

PMSV

POI

PPR

PRM

PTD

rea

RAMCC

rgt tfc

RON

rar

retd

rwv

Sat

SELE

Sen

SFΔ

cfc

SFRA

SOAP

SOF

SPR

SR

std

Sun

SVC

tfc

thld

Thu

tkf

tmprv

tran

Tue

twr

twv

UC

USA

USAF

USCG

USN

VFR

VIP

VMC

Wed

wx

SW. 23 SEP 2010 to 18 NOV 2010

RSRS

3

non precision instrument

power line

request

require

runwav

Saturday

surface

sunrise

sunset

Sunday

service

threshold

Thursday

take-off temporary

transient

Tuesday

tower

taxiway

Under Construction

United States Army

United States Navy

formerly AUTOVON)

Visual Flight Rules

Wednesday

weather

Very Important Person

United States Air Force

United States Coast Guard

Defense Switching Network (telephone,

Visual Meteorological Conditions

traffic

standard

Sentember

restricted

right traffic

Pilot-to-Metro Service

Pilot to Dispatcher

Remain Overnight

Petrol, Oils and Lubricants

Precision Runway Monitoring

Regional Air Movement Control Center

reduced same runway separation

Single Frequency Approach

Special Flight Rules Area

Supervisor of Flying

Seaplane Base

Strategic Expeditionary Landing Field

Spectrometric Oil Analysis Program

prior permission required

CONTINUED FROM PRECEDING PAGE nni

NS ARTMT ΙΔΡ Instrument Approach Procedure Noise Abatement ICAO International Civil Aviation Organization NSTD nonstandard

hr

JASU

IOAP

IRR

hul

lun

Κt LAA

lhs

Ida

lgtd

lgts LMM

LOC

LOM

MACC

MCAF

MCALE

MCAS

MCB

med

Mil

min

MIS

MM

Mon

MP

MSL

MSAW

NAAS

NADO

NAEC

NAES

NALCO

NALO NALE

NAS

NAWC

NAWS ngt

NOLF

Nov

NAF

NADEP

MFTRO

Mar

ltd

LAHSO

JOSAC

hour

IFR Instrument Flight Rules ntc notice

II S Instrument Landing System ohen observation

IM Inner Marker Oct October

Immigration OL F

IMG

Outlying Field

increase opr

incr operate, operator, operational indefinite ago

indef

ints intensity

OTS

operations out of service

ovrn

invof in the vicinity of

overrun

IMC Instrument Meteorological Conditions PAEW personnel and equipment working

January pattern lan pat

Jet Aircraft Starting Unit

Joint Reserve Base

Local Airport Advisory

Land and Hold Short Operations

Compass locator at Middle Marker ILS

Compass locator at Outer Marker ILS

Marine Corps Auxiliary Landing Field

Military Area Control Center

Marine Corps Air Facility

Marine Corps Air Station

Pilot-to-Metro voice call

Middle Marker of ILS

Maintenance Period

mean sea level

Naval Air Depot

Naval Air Facility

Naval Air Station

Naval Outlying Field

night

November

Microwave Landing System

minimum safe altitude warning

Naval Air Development Center

Naval Air Engineering Center

Naval Air Engineering Station

Navy Air Logistics Office

Naval Air Warfare Center Naval Air Weapons Station

Naval Auxiliary Landing Field

Naval Air Logistics Control Office

Naval Auxiliary Air Station

Marine Corps Base

July

June

Knots

nounds

landing

lighted

lights

Localizer

limited

March

medium

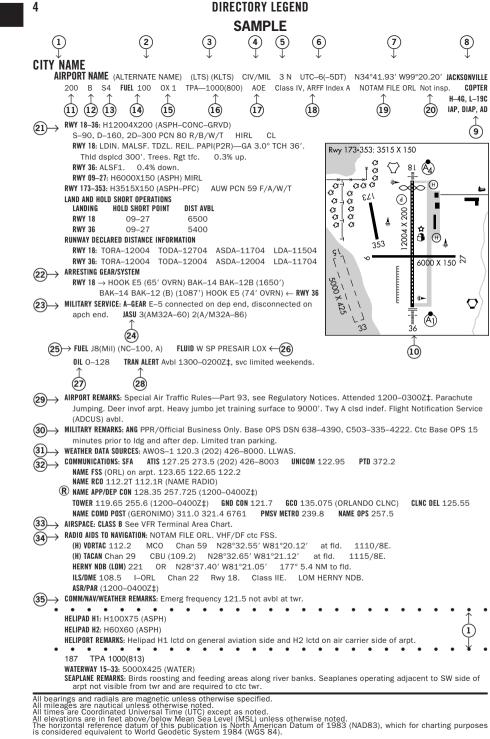
military

minute

Monday

Joint Oil Analysis Program

Joint Operational Support Airlift Center



10 SKETC	H LEGEND
runways/landing areas	radio aids to navigation
Hard Surfaced	VORTAC
Metal Surface	VOR/DME \(\bigcup NDB \@
Sod, Gravel, etc	TACAN NDB/DME
Light Plane,	MISCELLANEOUS AERONAUTICAL FEATURES
Closed	Airport Beacon
Helicopter Landings Area	Wind Cone
Displaced Threshold 0	Tetrahedron
Taxiway, Apron and Stopways	
	approach lighting systems
MISCELLANEOUS BASE AND CULTURAL FEATURES	A dot " •" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting
Buildings	system e.g. (A) Negative symbology, e.g., (A) indicates Pilot Controlled Lighting (PCL).
Power Lines	Runway Centerline Lighting
Fence	Approach Lighting System ALSF-2
Towers	Approach Lighting System ALSF-1
Tanks	A Simplified Short Approach Lighting
Oil Well	System (SSALR) with RAIL
	(MALS and MALSF)/(SSALS and SSALF)
Smoke Stack	Medium Intensity Approach Lighting System (MALSR) and RAIL
Obstruction	Omnidirectional Approach Lighting System (ODALS)
Controlling Obstruction	D Navy Parallel Row and Cross Bar
ပြီး တွဲ့ မြို့ Trees	Air Force Overrun
Populated Places	Standard Threshold Clearance provided Pulsating Visual Approach Slope Indicator (PVASI)
Cuts and Fills Fill TTTTTTT	Visual Approach Slope Indicator with a threshold crossing height to accomodate long bodied or jumbo aircraft
Cliffs and Depressions	Tri-color Visual Approach Slope Indicator (TRCV)
Ditch	(S) Approach Path Alignment Panel (APAP)
Hill	P Precision Approach Path Indicator (PAPI)

LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach

United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well

Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous

as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields. The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all

which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures. The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the

cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist

sample on the preceding pages. (1) CITY/AIRPORT NAME

same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be

separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the

Alternate names, if any, will be shown in parentheses.

(3) LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO

codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both

differentiate them from the letter "O".

(4) OPERATING AGENCY Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant,

codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to

ANG

ARNG

AR

the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant. US Army MC Marine Corps Α AFRC Air Force Reserve Command N Navv ΑF US Air Force NAF Naval Air Facility

CG US Coast Guard Use by Transient Military Aircraft CIV/MIL PVT Joint Use Civil/Military Private Use Only (Closed to the Public) DND Department of National Defense Canada (5) AIRPORT LOCATION

NAS

NASA

Naval Air Station

National Air and Space Administration

US Civil Airport Wherein Permit Covers

US Army National Guard

Air National Guard

US Army Reserve

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal

points, e.g., 4 NE. (6) TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory

indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saying time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in

effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP) Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric

center of all usable runway surfaces. (8) CHARTS

diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and

B+

J4 (JP4)

J5 (JP5)

J8 (JP8)

18+100

MOGAS

Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS",

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of

located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is

(9) INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

- Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information
- Manual 5-4-5 Instrument Approach Procedure Charts for additional information, AD indicates an airport for which an airport

- indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal
- IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP
- depicted as GOMW and GOMC.

S1: Minor airframe repairs.

FUFI

40°C.

47° C.

minus 47°C.

FP** minus 50° C.

Grade 80 gasoline (Red)

specification) (Purple)

Grade 100 gasoline (Green)

100LL gasoline (low lead) (Blue)

Grade 115 gasoline (115/145 military

Jet A, Kerosene, without FS-II*, FP** minus

Jet A, Kerosene, with FS-II*, FP** minus

Jet A-1, Kerosene, without FS-II*, FP**

Jet A-1, Kerosene with FS-II*, FP** minus

Jet B, Wide-cut, turbine fuel without FS-II*,

however, the grade/type and other octane rating will not be published.

(11) ELEVATION

and airport name. (10) AIRPORT SKETCH

- sketches will be added incrementally.
- The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be
- indicated as "00". When elevation is below sea level a minus "-" sign will precede the figure.
- (12) ROTATING LIGHT BEACON B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the
- AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

(13)SERVICING—CIVIL

- S2: Minor airframe and minor powerplant repairs.
- S3: Major airframe and minor powerplant repairs.
- S4: Major airframe and major powerplant repairs.
- (14) FUEL
- CODE 80
- 100
- 10011
- 115

- Α
- A+
- A1 +
- *(Fuel System Icing Inhibitor) **(Freeze Point)
- NOTE:

- (15) OXYGEN—CIVIL
- OX 1 High Pressure
- OX 2 Low Pressure (16) TRAFFIC PATTERN ALTITUDE
- Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those
- on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport

- S5: Major airframe repairs.
- S6: Minor airframe and major powerplant repairs.
- S7: Major powerplant repairs.
- S8: Minor powerplant repairs.
- CODE
 - FUFL Jet B, Wide-cut, turbine fuel with FS-II*, FP**
 - minus 50° C.
 - (JP-4 military specification) FP** minus

 - (JP-5 military specification) Kerosene with
- - FS-11, FP** minus 46°C.

 - (JP-8 military specification) Jet A-1, Kerosene

 - - with FS-II*, FP** minus 47°C.
 - - (JP-8 military specification) Jet A-1, Kerosene

stability characteristics of JP-8.

Automobile gasoline which is to be used

(Jet Fuel Type Unknown)

as aircraft fuel.

with FS-II*, FP** minus 47°C, with-fuel additive package that improves thermo

- OX 4 Low Pressure—Replacement Bottles
- Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA

availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

- above airport elevation. Multiple TPA shall be shown as "TPA-See Remarks" and detailed information shall be shown in the

OX 3 High Pressure—Replacement Bottles

US Customs Air and Sea Ports, Inspectors and Agents Northeast Sector (New England and Atlantic States-ME to MD)

Southeast Sector (Atlantic States-DC, WV, VA to FL)

Southwest East Sector (OK and eastern TX)

Pacific Sector (WA, OR, CA, HI and AK)

Required

Νo.

Vehicles

1

1 or 2

2 or 3

3

Airport

Index

C

D

Ε

(19) NOTAM SERVICE

will always carry an Index A.

Southwest West Sector (Western TX, NM and AZ)

(18) CERTIFICATED AIRPORT (14 CFR PART 139)

Central Sector (Interior of the US, including Gulf states—MS, AL, LA)

Type of Air Carrier Operation

Aircraft Length

≥126'. <159'

≥126', <159'

≥159', <200'

≥159'. <200'

<126'

<90'

≥90′.

Scheduled Air Carrier Aircraft with 31 or more passenger seats Unscheduled Air Carrier Aircraft with 31 or more passengers seats

Scheduled Air Carrier Aircraft with 10 to 30 passenger seats

8

(17) AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS U.S. CUSTOMS USER FEE AIRPORT-Private Aircraft operators are frequently required to pay the costs associated with customs processing.

least one hour advance notice of arrival is required.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

Agriculture Department requirements in the International Flight Information Manual for further details.)

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico, Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV

> 14 CFR PART 139 CERTIFICATED AIRPORTS AIRPORT CLASSIFICATIONS

14 CFR-PART 139 CERTIFICATED AIRPORTS INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Scheduled

Departures

≥1

≥5

<5

≥5

<5

Class I

Χ

Agent + Water for Foam 500#DC or HALON 1211

or 450#DC + 100 gal H₂O

Index A + 1500 gal H₂O

Index A + 3000 gal H₂O

Index A + 4000 gal H₂O

407-975-1740

407-975-1780 407-975-1760

407-975-1840

407-975-1820

407-975-1800

Class II

Χ

Class III

Χ

Class IV

Х

_____ >200' <5

3 ≥200′ ≥5 Index A + 6000 gal H₂O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H₂0-Water; DC-Dry Chemical. NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than

SW. 23 SEP 2010 to 18 NOV 2010

prescribed times for air carrier. ARFF Index Ltd.-indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

All public use landing areas are provided NOTAM "D" (distant dissemination) and NOTAM "L" (local dissemination) service.

Airport NOTAM file identifier is shown for individual airports, e.g. "NOTAM FILE IAD". See AIM, Basic Flight Information and

ATC Procedures for detailed description of NOTAM's, Current NOTAMs are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS)

(PSP)-Pierced steel plank

(TURF)-Turf

Single wheel type landing gear (DC3), (C47), (F15), etc.

Two single wheels in tandem type landing gear (C130).

Two dual wheels in tandem type landing gear (B757,

Two dual wheels in tandem/dual wheel body gear type

Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).

Complex dual wheel and quadruple wheel combination

Two dual wheels in tandem/two dual wheels in tandem body

Three dual wheels in tandem type landing gear (B777), etc.

Dual wheel gear two struts per side main gear type landing

Two triple wheels in tandem type landing gear (C17), etc.

Two dual wheels in tandem type landing gear (B707), etc.

Dual wheel type landing gear (P3, C9).

gear type landing gear (A340-600).

Dual wheel type landing gear (BE1900), (B737), (A319), etc.

(TRTD)-Treated

(WC)-Wire combed

(RFSC)-Rubberized friction seal coat

www.notams.ics.mil.

(20) FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

(21) RUNWAY DATA Runway information is shown on two lines. That information common to the entire runway is shown on the first line while

information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown. e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel

runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

RIINWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns. RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part

asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(GRVL)-Gravel, or cinders

(MATS)—Pierced steel planking.

landing mats, membranes

(PEM)—Part concrete, part asphalt (PFC)-Porous friction courses

RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at

an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport

pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible

bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual,

NEW DESCRIPTION

landing gear (KC10).

gear (B52).

landing gear (C5).

operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When

desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport

management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being

omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter

NEW

S

D

2.5

2T

2D

2D

2D/D1

2D/2D1

2D/2D2

3D

D2

designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight

(AFSC)—Aggregate friction seal coat

(ASPH)—Asphalt

(DIRT)-Dirt

(CONC)—Concrete

(GRVD)-Grooved

T=Triple and Q=Quadruple:

D Т ST TRT DT TT

CURRENT

S

SBTT

None DDT

TTT

TT

TDT

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration. SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL)

and Single Isolated Wheel Loading). PSI-Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will

support, e.g., (SWL 000/PSI 535).

Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be

RUNWAY LIGHTING

lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots,

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual,

shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

(2) The type of pavement: R - Rigid F - Flexible (3) The pavement subgrade category:

(1) The PCN NUMBER—The reported PCN indicates that an

aircraft with an ACN equal or less than the reported PCN

can operate on the pavement subject to any limitation on

A - High

B — Medium

the tire pressure.

C - Low

D — Ultra-low

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published

PCN or aircraft tire pressure exceeds the published limits.

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities

lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve. NSTD-Light system fails to meet FAA standards.

LIRL-Low Intensity Runway Lights. MIRL-Medium Intensity Runway Lights.

HIRL—High Intensity Runway Lights. RAIL—Runway Alignment Indicator Lights.

REIL—Runway End Identifier Lights.

CL-Centerline Lights.

TDZL-Touchdown Zone Lights.

ODALS-Omni Directional Approach Lighting System.

AF OVRN-Air Force Overrun 1000' Standard

Approach Lighting System.

which they are tenants.

LDIN-Lead-In Lighting System. MALS-Medium Intensity Approach Lighting System.

MALSF-Medium Intensity Approach Lighting System with

Sequenced Flashing Lights.

MALSR-Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned

more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport

SF-Sequenced Flashing Lights. OLS-Optical Landing System. WAVE-OFF.

entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on

(4) The maximum tire pressure authorized for the pavement:

U — By experience of aircraft using the pavement

W - High, no limit

X — Medium, limited to 217 psi

Z - Very low, limited to 73 psi

SALS—Short Approach Lighting System.

Flashing Lights.

SALSF—Short Approach Lighting System with Sequenced

SSALS—Simplified Short Approach Lighting System.

Runway Alignment Indicator Lights.

ALSAF—High Intensity Approach Lighting System with

Sequenced Flashing Lights.

Sequenced Flashing Lights.

SSALF—Simplified Short Approach Lighting System with

SSALR—Simplified Short Approach Lighting System with

ALSF1—High Intensity Approach Lighting System with Se-

ALSF2-High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.

quenced Flashing Lights, Category I, Configuration.

Y - Low, limited to 145 psi

(5) Pavement evaluation method:

T — Technical evaluation

4-identical light units placed on left side of

DIRECTORY LEGEND

PE	INDICATORS	
_		

APAP—A s	system of panels, which may or may not be light	ed, used for alignmen	t of approach path.	
PNIL	APAP on left side of runway	PNIR	APAP on right side of runway	
PAPI—Precision Approach Path Indicator				

P2L

P2R 2-identical light units placed on right side of P4R 4-identical light units placed on right side of

P4I

2-identical light units placed on left side of

VISUAL GLIDESLO

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

runwav

PSII PVASI on left side of runway **PSIR** PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L 2-box SAVASI on left side of runway S2R 2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRCV on left side of runway TRIR TRCV on right side of runway TRII

VASI-Visual Approach Slope Indicator

V6L

V2L 2-box VASI on left side of runway 6-box VASI on left side of runway

V2R 2-box VASI on right side of runway V6R 6-box VASI on right side of runway

V4L V12

4-box VASI on left side of runway 12-box VASI on both sides of runway

V4R 4-box VASI on right side of runway V16 16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., -GA 3.5° TCH 37'.

Key Mike 7 times within 5 seconds

and takeoff for specified runway end.

PILOT CONTROL OF AIRPORT LIGHTING

Highest intensity available

Medium or lower intensity

5 times within 5 seconds (Lower REIL or REIL-Off)

3 times within 5 seconds Lowest intensity available

(Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07-25, MALSR Rwy 07, and

VASI Rwy 07-122.8. Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be

RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the

direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

explained in clear text. See AIM, "Basic Flight Information and ATC Procedures," for detailed description of pilot control of airport

RUNWAY END DATA Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. "Rgt tfc"-Right traffic indicates right turns should be made on landing

LAND AND HOLD SHORT OPERATIONS (LAHSO) LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The

Aeronautical Information Manual contains specific details on hold-short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane

take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA-Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

(22) ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a-gear distance from the end of the appropriate runway (or into the

overrun) is indicated in parentheses. A-Gear which has a bi-direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance

notice may be required for rigging A-Gear for approach and engagement. Airport listing may show availability of other than US

Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations. Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

BI-DIRECTIONAL CABLE (B) DESCRIPTION BAK-9 Rotary friction brake. Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary BAK-12A

friction brake. E28 Rotary Hydraulic (Water Brake).

12

BAK-12B

M21

BAK-14

Rotary Hydraulic (Water Brake) Mobile. The following device is used in conjunction with some aircraft arresting systems:

> A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system

DIRECTORY LEGEND

Extended BAK-12 with 1200 foot run, 11/4 inch Cable and 50,000 pounds weight setting. Rotary

US EQUIVALENT

F-5

requires up to five seconds to fully raise the cable.) A device that raises a hook cable out of a slot in the runway surface and is remotely positioned

for engagement by the tower on request. (In addition to personnel reaction time, the system

requires up to one and one-half seconds to fully raise the cable.)

UNI-DIRECTIONAL CABLE

DESCRIPTION

TYPE

Textile brake—an emergency one-time use, modular braking system employing the tearing of

MB60

specially woven textile straps to absorb the kinetic energy.

E5/E5-1/E5-3

Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100

HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and

length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a

stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet

overrun that is not capable of withstanding the aircraft weight. These ratings are published under

Military Service.

FOREIGN CABLE

DESCRIPTION

TYPE 44B-3H Rotary Hydraulic)

(Water Brake)

Chain

CHAG UNI-DIRECTIONAL BARRIER

TYPE

Web barrier between stanchions attached to a chain energy absorber.

Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction,

MA-1A BAK-15

chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier

in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway

threshold can cause damage to the barrier and substantial damage to the aircraft. OTHER

TYPE DESCRIPTION

EMAS Engineered Material Arresting System, located beyond the departure end of the runway, consisting of

high energy absorbing materials which will crush under the weight of an aircraft.

(23) MILITARY SERVICE Specific military services available at the airport are listed under this general heading. Remarks applicable to any military

service are shown in the individual service listing. 24) JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation

MC-1A

MD-3

MD-3A

MD-3M

indicates non-availability.

AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.) **ELECTRICAL STARTING UNITS:** A/M32A-86

AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire

DC: 28v, 1500 amp, 45 kw, split bus

AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire

DC: 28v, 1500 amp, 45 kw, split bus AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

13 DIRECTORY LEGEND MD-4 AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva. 0.8 pf. 520 amp. 2 wire AIR STARTING UNITS AM32-95 150 + -5 lb/min (2055 + -68 cfm) at 51 + -2 psia AM32A-95 150 + -5 lb/min @ 49 + -2 psia (35 + -2 psig) LASS 150 +/- 5 lb/min @ 49 +/- 2 psia 82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press MA-1A MC-1 15 cfm, 3500 psia MC-1A 15 cfm, 3500 psia MC-2A 15 cfm, 200 psia 8,000 cu in cap, 4000 psig, 15 cfm COMBINED AIR AND ELECTRICAL STARTING UNITS: AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp

MC-11

AM32A-60*

AM32A-60A

AM32A-60B*

USN JASU

NC-8A/A1

NC-10A/A1/B/C

WELLS AIR START

NCPP-105/RCPT

SYSTEM

AIR STARTING UNITS: GTC-85/GTE-85

AIR: 60 lb/min @ 40 psig @ sea level

AIR: 120 + -4 lb/min (1644 + -55 cfm) at 49 + -2 psiaAC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva

DC: 28v, 500 amp, 15 kw AIR: 150 + -5 lb/min (2055 + -68 cfm at 51 + - psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw AIR: 130 lb/min, 50 psia

AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v. 200 amp. 5.6 kw *NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available. **ELECTRICAL STARTING UNITS:**

DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz. DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.

120 lbs/min @ 45 psi. MSU-200NAV/A/U47A-5 204 lbs/min @ 56 psia. 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

COMBINED AIR AND ELECTRICAL STARTING UNITS: 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

28v, 7.5 kw, 280 amp.

JASU (ARMY) 59B2-1B OTHER JASU ELECTRICAL STARTING UNITS (DND): CF12

AC 115/200v, 140 kva, 400 Hz, 3 phase AC 115/200v, 60 kva, 400 Hz, 3 phase CF13 CF14 AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp CF15 DC 22-35v, 500 amp continuous 1100 amp intermittent CF16

AIR STARTING UNITS (DND): ASA 45.5 psig, 116.4 lb/min COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)

CFA1 ELECTRICAL STARTING UNITS (OTHER) C - 26

C-26-B, C-26-C

E3

A4

MA-1

MA-2CARTRIDGE: MXU-4A

AIR 112.5 lb/min, 47 psig

AIR STARTING UNITS (OTHER):

DC 28v/10kw

USAF

28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire 28v 45kw: Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire

250 Air HP, 150 lb/min 75 psia

40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B) 150 Air HP, 115 lb/min 50 psia

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AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp

DC 22-35v, 500 amp continuous 1100 amp intermittent soft start

Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is

Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at www.desc.dla.mil/Static/ProductsAndServices.asp; click on the Commercial Airports

(25) FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown.

14

UXACEN. LPOX

HPOX

LHOX

available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD

See legend item 14 for fuel code and description.

(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY CODE

ADI Anti-Detonation Injection Fluid-Reciprocating Engine Aircraft.

W WΔI SP

Single Point Refueling.

PRESAIR

Water-Alcohol Injection Type, Thrust Augmentation-Jet Aircraft. Air Compressors rated 3,000 PSI or more. De-Ice Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).

Low pressure oxygen servicing.

High pressure oxygen servicing.

Low and high pressure oxygen servicing.

Water Thrust Augmentation-Jet Aircraft.

Liquid oxygen servicing. LOX **OXRB** Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)

ΩX Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available:

LHOXRB Low and high pressure oxygen servicing and replacement bottles:

Low pressure oxygen replacement bottles only, etc. **LPOXRB**

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with

NITROGEN: LPNIT - Low pressure nitrogen servicing.

HPNIT — High pressure nitrogen servicing. LHNIT - Low and high pressure nitrogen servicing.



medical oxygen.

US AVIATION OILS (MIL SPECS):

CODE

GRADE, TYPE

0 - 113

1065, Reciprocating Engine Oil (MIL-L-6082) 1100, Reciprocating Engine Oil (MIL-L-6082) 0 - 117

0-117+ 1100, 0-117 plus cyclohexanone (MIL-L-6082)

0 - 123

1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)

0 - 128

1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)

1005, Jet Engine Oil (MIL-L-6081)

0 - 132

0 - 1331010, Jet Engine Oil (MIL-L-6081)

0 - 147None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic

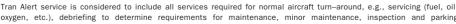
0 - 148None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil 0 - 149None, Aircraft Turbine Engine Synthetic, 7.5c St

0 - 155None, MIL-L-6086C, Aircraft, Medium Grade 0 - 156None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines

JOAP/SOAP Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service

supported program.)

(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY



oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking

assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends

operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

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regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been

watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum



(29) AIRPORT REMARKS The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean

services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft, Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information. Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

(30) MILITARY REMARKS Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military

applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise

Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be

abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military. Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area. OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as

fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager. AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service

indicated PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of

PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on aboard are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

(31) WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement). AWOS—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only). AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data. See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

LAWRS-Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision,

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers. SAWRS-identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current

16 HIWAS-See RADIO AIDS TO NAVIGATION

temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone. TDWR—indicates airports that have Terminal Doppler Weather Radar. WSP-indicates airports that have Weather System Processor.

weather information.

be shown as CTAF/UNICOM 122.8.

calling the telephone numbers listed.

SFA—Single Frequency Approach.

PTD-Pilot to Dispatcher.

TOWER-Control tower.

GCA-Ground Control Approach System. GND CON-Ground Control.

facilities.

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign

with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials,

and hours of operation. Communications will be listed in sequence as follows:

(32) COMMUNICATIONS

be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order

provides UHF or VHF communications capability to extend the service range of an FSS.

provide airport advisories on the tower frequency when tower is closed.

that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

APP CON—Approach Control. The symbol (\mathbf{R}) indicates radar approach control.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

landline & data link communications and voice message within range of existing transmitters.

capability and airport advisory information selected from an automated menu by microphone clicks. UNICOM—A non-government air/ground radio communications facility which may provide airport information.

122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

b. 122.2 is assigned as a common enroute frequency.

d. 122.1 is the primary receive-only frequency at VOR's.

facility through which they wish to communicate.

(See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on arpt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available. FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation.

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by

Remote Communications Outlet (RCO)-An unmanned air/ground communications facility that is remotely controlled and

Civil Communications Frequencies-Civil communications frequencies used in the FSS air/ground system are operated on

c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may

e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on

TERMINAL SERVICES

CTAF-A program designed to get all vehicles and aircraft at airports without an operating control tower on a common

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check

GCO-Ground Communication Outlet-An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the

DEP CON—Departure Control. The symbol (R) indicates radar departure control. CLNC DEL-Clearance Delivery. PRE TAXLCI NC-Pre taxi clearance

VFR ADVSY SVC-VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV-Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or

hours of operation as "Wx obsn svc 1900-0000Z‡" or "other times" may be used when no specific time is given. PMSV

facilities manned by forecasters are considered "Full Service". PMSV facilities manned by weather observers are listed as

"Limited Service".

OPS—Operations followed by the operator call sign in parenthesis. CON

RANGE

FLT FLW-Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter "X" indicate frequency available on request.

(33) AIRSPACE

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times. Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B-Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface

area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C

and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled

airspace. When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be

formatted as:

AIRSPACE: CLASS C svc "times" ctc APP CON other times CLASS E:

AIRSPACE: CLASS D svc "times" other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace

beginning at either 700' or 1200' AGL. This will be formatted as:

AIRSPACE: CLASS C svc "times" ctc APP CON other times CLASS G, with CLASS E 700' (or 1200') AGL & abv:

AIRSPACE: CLASS D svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv:

AIRSPACE: CLASS E svc "times" other times CLASS G with CLASS E 700' (or 1200') AGL & abv.

NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach

procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and

are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or

Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When

a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE. DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN

APPROVED INSTRUMENT PROCEDURE.

Class E 700' AGL (shown as magenta vignette on sectional charts) and 1200' AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless

otherwise specified, these 700'/1200' AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival

extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)



(34) RADIO AIDS TO NAVIGATION

NAVAID information is tabulated as indicated in the following sample:

Terminal Procedures. Only part-time hours of operation will be shown.

Identifier

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical

Navigation Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as "NOTAM FILE IAD" and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are

listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and

Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDs.

Site Elevation ABE Chan 122(Y) N40°43.60′ W75°27.30′ 180°4.1 NM to fld. 1110/8E, AWOS, HIWAS.

Class Frequency

SSV/Class

VOR unusable 020°-060° byd 26 NM blo 3,500′

TACAN/DME Channel

airport

Bearing and distance Magnetic facility to center of

Geographical Position

Variation

Weather Observing System

Automated Hazardous Inflight Weather Advisory Service

Restriction within the normal altitude/range of the navigational aid (See primary alphabetical listing for restrictions on

Dictorco

VORTAC and VOR/DME). Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the "Y" mode to receive distance information

HIWAS—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including

summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's ASR/PAR—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S.

RADIO CLASS DESIGNATIONS

VOR/DME/TACAN Standard Service Volume (SSV) Classifications Altitudoc

001 01000	Attitudes	Distance
		(NM)
(T) Terminal	1000' to 12,000'	25
(L) Low Altitude	1000' to 18,000'	40
(H) High Altitude	1000' to 14,500'	40
	14,500' to 18,000'	100
	18,000' to 45,000'	130
	45,000' to 60,000'	100
NOTE: Additionally, (H) fac	ilities provide (L) and (T) service volume and (L) facil	lities provide (T) service. Altitud

udes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility. CONTINUED ON NEXT PAGE

19

CONTINUED FROM PRECEDING PAGE

The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations

vary between radiities	de different fooddorfo.
AB	Automatic Weather Broadcast.
DF	Direction Finding Service.
DME	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y)	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to b placed in the "Y" mode to receive DME.
GS	Glide slope.
H	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM a all altitudes).
нн	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes
H-SAB	Non-directional radio beacons providing automatic transcribed weather service.
ILS	Instrument Landing System (voice, where available, on localizer channel).
IM	Inner marker.
ISMLS	Interim Standard Microwave Landing System.
LDA	
LMM	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS	Microwave Landing System.
MM	Middle marker.
OM	Outer marker.
S	Simultaneous range homing signal and/or voice.
SABH	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF	Simplified Direction Facility.
TACAN	
VOR	
VOR/DME	Collocated VOR navigational facility and UHF standard distance measuring equipment.

NI S

CHANNEL

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522

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526

528

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532

534

546

548

550

552

554

556

558

560

562

564

566

11X

11Y

12X

12Y

17X

17Y

18X

189

19X

VHE

FREQUENCY

108.10

108.30

108.50

108.70

108.90

109.10

109.30

109.50

109.70

109.90

110.10

110.30

110 50

110.70

110.90

111.10

111.30

111.50

108.35

108.45

108 55

108 65

108.75

108.85

108 95

109.05

109 15

109 25

109.35

135.4

135 45

135.5

135.55

108.00

108.05

CHANNEL

18X

20X

22X

24X

26X

28X

30X

32X

34X

36X

38X

40X

42X

44X

46X

48X

50X

52X

20Y

21Y

22Y

23Y

24Y

25Y

26Y

27Y

28Y

291

30Y

540

500

ILS FACILITY PEFORMANCE CLASSIFICATION CODES

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A - 4 NM prior to runway threshold, B - 3500 ft prior to runway threshold, C - glide angle dependent but generally 750-1000 ft prior to threshold, T - runway threshold, D - 3000 ft after runway threshold, and E - 2000 ft prior to stop end of runway.

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category

and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

ILS information is tabulated as indicated in the following sample:

CHANNEL

568

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602

II S/DMF Rwy 18. Class IIE. 108 5 I_ORI Chan 22 LOM HERNY NDR

> ILS Facility Performance Classification Code

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

FREQUENCY PAIRING PLAN AND MLS CHANNELING TACAN NI S VHE TACAN FREGUENCY

109 45

109.55

109.65

109.75

109.85

109.95

110.05

110.15

110.25

110.35

110.45

110.55

110.65

110.75

110.85

110.95

111.05

111.15

111.65

111.75

111.85

111 95

113.35

113.45

113.55

113 65

113.75

113.85

113 95

2 IM

CHANNEL

636

638

640

642

644

646

648

650

652

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656

658

660

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664

666

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670

682

684

686

688

690

692

694

696

698

26X

261

27X

27Y

28X

28Y

29X

29Y

30X

CHANNEL

31 V

32Y

33Y

34Y

35Y

36Y

37Y

38Y

39Y

40Y

41Y

42Y

43Y

44Y

45Y

46Y

47Y

48Y

54Y

55Y

56Y

80Y

81Y

82Y

83Y

84Y

85Y

86Y

87Y

546

548

504

550

552

VHF

FREQUENCY

114 15

114.25

114.35

114.45

114.55

114.65

114.75

114.85

114.95

115.05

115.15

115.25

115 35

115.45

115.55

115.65

115.75

115.85

115.95

116.05

116.15

116.25

116.35

116.45

116.55

116 65

116 75

116.85

116.95

117 05

117.15

117.25

VHF

FREQUENCY

108.80

108.85

108.90

108.95

109 00

109.05

109.10

109.15

109.20

109 25

109.30

TACAN

CHANNEL

88Y

89Y

90Y

91Y

92Y

93Y

94Y

95Y

96Y

97Y

98Y

aay

1009

101Y

102Y

103Y

104Y

105Y

106Y

107Y

108Y

109Y

110Y

111Y

112Y

113Y

114Y

115Y

116Y

117Y

118Y

119Y

2 IM

CHANNEL

556

508

558

560

510

562

564

512

536	111.70	54X	604	111.25	49Y	672
538	111.90	56X	606	111.35	50Y	674
540	108.05	17Y	608	111.45	51Y	676
542	108.15	18Y	610	111.55	52Y	678
544	108 25	19Y	612	111 65	53Y	680

614

616

618

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626

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632

634

114.05

108.35

108 40

108.45

108.50

108.55

108 60

TACAN VHF 2 IM TACAN VHF 2 IM TACAN

FREQUENCY PAIRING PLAN AND MLS CHANNELING The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

FREGUENCY CHANNEL FREGUENCY CHANNEL

CHANNEL

CHANNEL 544

2X 134.5 19Y 108.25 25X 21 134 55 20X 108.30 502 25Y 20Y

CHANNEL

21 X

21Y

22X

22Y

23X

108.10	500	23Y	108.65	552
108.15	542	24X	108.70	506
108.20	-	24Y	108.75	554

VHF

FREQUENCY

133.60

133.65

133.70

133.75

133.80

133.85

133.90

133.95

134 00

134 05

134 10

134 15

134.20

134.25

112.30

112.35

112 40

112.45

112 50

112 55

112.60

112.65

112.70

112.75

112.80

112.85

112.90

112.95

113.00

113.05

113.10

113.15

113.20

113.25

113.30

113.35

113.40

113.45

113.50

620

622

TACAN

CHANNEL

63X

63Y

64X

64Y

65X

65Y

66X

66Y

67X

67Y

68X

68Y

69X

69Y

70X

70Y

71X

71Y

72X

72Y

73X

73Y

74X

74Y

75X

75Y

76X

76Y

77X

77V

78X

78Y

79X

79Y

80X

80Y

81X

81Y

82X

RYI	.EG	E
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MIS

CHANNEL

TACAN

CHANNEL

95Y

96X

96Y

97X

97Y

98X

98Y

99X

99Y

100X

100Y

101X

101Y

102X

102Y

103X

103Y

104X

104Y

105X

105Y

106X

106Y

107X

107Y

108X

108Y

109X

109Y

110X

110Y

111X

111Y

112X

112Y

113X

113Y

114X

114Y

VHF

FREQUENCY

114.85

114.90

114.95

115.00

115.05

115.10

115.15

115.20

115.25

115.30

115.35

115.40

115.45

115.50

115.55

115.60

115.65

115.70

115 75

115.80

115.85

115.90

115.95

116.00

116.05

116.10

116.15

116.20

116.25

116.30

116.35

116.40

116.45

116.50

116.55

116.60

116.65

116.70

116.75

MLS

CHANNEL

650

652

654

656

658

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662

664

. 666

668

670

672

674

676

678

680

682

684

686

688

50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y		-
56X	111.90	538	88Y	114.15	636	121X		-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X		-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y		-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y		648			
62Y	133.55	-	95X	114.80	-			
(35) COMA	A/NAV/MEATUEI	D DEMARKS.						

35 COMM/NAV/WEATHER REMARKS:

TACAN

CHANNEL

30Y

31X

31Y

32X

32Y

33X

33Y

34X

34Y

35X

35Y

36X

36Y

37X

37Y

38X

38Y

39X

397

40X

40Y

41X

41Y

42X

42Y

43X

43Y

44X

44Y

45X

45Y

46X

46Y

47X

47Y

48X

48Y

49X

49Y

VHF

FREQUENCY

109.35

109.40

109.45

109.50

109.55

109.60

109.65

109.70

109.75

109.80

109.85

109.90

109.95

110.00

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110.40

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110.55

110.60

110.65

110.70

110.75

110.80

110.85

110.90

110.95

111.00

111.05

111.10

111.15

111.20

111.25

MIS

CHANNEL

566

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These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

ALAMOGORDO-WHITE SANDS RGNL (ALM) 4 SW UTC-7(-6DT)

N32°50.40′ W105°59.44′

4200 B S4 FUEL 100LL, JET A, A1 + OX 1 NOTAM FILE ALM

ALBUQUERQUE H-4L. L-6F IAP

RWY 03-21: H7006X150 (ASPH-PFC) S-54, D-74, 2S-94, 2D-120 MIRL 0.8% up NE

RWY 03: REIL. PAPI(P4R)-GA 3.0° TCH 60'. Rgt tfc.

RWY 21: REIL. VASI(V4L)-GA 3.0° TCH 39'.

RWY 16-34: 3512X200 (DIRT)

RWY 16: P-line. RWY 34: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-7005 TODA-7005 ASDA-7005 RWY 21: TORA-7005 TODA-7005 ASDA-7005

AIRPORT REMARKS: Attended 1400-0100Z‡. For acft svc after hours,

call 575-437-4330/9198/3922. 8000' mountains 4 NM east of arpt. Use Rwy 21 when winds less than 5 kt. Ultralight and glider activity on and invof arpt. Recommend that VFR flights between El Paso and Alamogordo-White Sands follow Hwy 54 and the adjacent RR tracks remaining clear of restricted airspace. Rwy 16-34 not avbl for air carrier ops. IFR standby syc avbl on 30

minute recall 575-572-7575. MIRL Rwy 03-21 preset low ints to

increase ints and ACTIVATE VASI Rwy 21-CTAF.

WEATHER DATA SOURCES: AWOS-3 127.825 (575) 439-4112. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.15 (ALBUQUERQUE RADIO)

R HOLLOMAN APP/DEP CON 120.6 (Mon-Fri 1300-0700Z‡, Sat-Sun 1300-0600Z‡) ALBUQUERQUE CENTER APP/DEP CON 132.65 (Mon-Fri 0700-1300Z‡, Sat-Sun 0600-1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE ALM. BOLES (L) VORW/DME 109.6 BWS Chan 33 N32°49.28′ W106°00.79′ 035° 1.6 NM to fld. 4100/11E.

AI RIIDIIFROIIF

ALBUQUERQUE INTL SUNPORT (ABO) 3 SE UTC-7(-6DT) N35°02.41′ W106°36.55′ AI RIIOHEROHE S4 FUEL 100LL, JET A, A1, A1 + OX 1, 2, 3, 4 LRA ARFF Index—See Remarks

ASDA-6000

TODA-6000 ASDA-6000

LDA-6000

LDA-6000

LDA-9110

Recessed arresting cables on Rwy 03 1062' NE of thid and Rwy 08 1000' east of thid, Air carrier ground handling not avbl btn the hrs of 0800-1130Z‡. Twy D north of Twy B clsd indef. Twy H military use only. Flight

NOTAM FILE ABO RWY 08-26: H13793X150 (CONC-GRVD) S-100, D-210, 2S-175, 2D-360, 2D/2D2-720

H-4L, L-81

Rwy 3-21: 10000 X 150

Rwy 12-30: 6000 X 150

HOOK MB 60(B) (52'OVRN)

078° 10.2 NM to fld. 5743/13E. HIWAS.

Rwy 17-35: 10010 X 150

IAP. AD

RWY 08: MALSR, TDZL, VASI(V6L)-GA 2.95° TCH 54', Thid dspicd 1000'. Rgt tfc.

RWY 26: REIL. VASI(V6L)-GA 3.0° TCH 47'. 0.5% down. RWY 17-35: H10010X150 (ASPH-CONC-GRVD) AUW-12.5.

RWY 17: REIL. VASI(V4L)-GA 3.0° TCH 53'. Thid dsplcd 890'. Road, Rgt tfc.

RWY 35: REIL. VASI(V4L)-GA 3.0° TCH 55'.

RWY 03-21: H10000X150 (CONC-GRVD) S-100, D-210, 2S-175,

2D-360, 2D/2D2-720 HIRL CL

RWY 03: REIL. MALSR. TDZL. PAPI(P4L)-GA 3.0° TCH 62'. Rgt tfc.

RWY 21: REIL. PAPI(P4L). RWY 12-30: H6000X150 (CONC-GRVD) S-65, D-120, 2S-155,

2D-155 MIRI

RWY 12: Rgt tfc. RWY 30: REIL. PAPI(P4L)-GA 3.0° TCH 40'. RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-10000 TODA-10000 ASDA-10000 LDA-10000

RWY 08: TORA-13793 TODA-13793 ASDA-13793 LDA-12793 RWY 12: TORA-6000 TODA-6000

RWY 17: TORA-10000 TODA-10000 ASDA-10000 LDA-9110 RWY 21: TORA-10000 TODA-10000 ASDA-10000 LDA-10000

RWY 26: TORA-13793 TODA-13793 ASDA-13793 LDA-13793 RWY 30: TORA-6000

RWY 35: TORA-9110 TODA-10110 ASDA-9110 ARRESTING GEAR/SYSTEM

RWY 03 BAK-14 BAK-12A(B) (1062')

RWY 08 BAK-14 BAK-12A(B) (1000')

AIRPORT REMARKS: Attended continuously. Bird hazard Oct-Dec, and Mar-May. Heavy student copter traffic, control

firing area S of arpt. Fighter acft depart S only, no military depart on Rwy 35, 200' AGL unigtd water tower 1.5 miles S of Rwy 35. Rwy 03 and Rwy 08 touchdown runway visual range avbl. Rwy 08-26 and Rwy 17-35 Rwy

03-21 and Rwy 12-30 grooved 130' wide. Use extreme care taxiing north on Twy E-1 to Rwy 08, holding position for Rwy 08–26 collocated with Rwy 12–30 holding position prior to Rwy 12 thld. Rwy 03–21 centerline Igts are not bi-directional, centerline Igts on Rwy 03 only. Rwy 08-26 centerline Igts are not bi-directional,

centerline Igts on Rwy 08 only. Class I, ARFF Index C. ARFF protection provided by USAF. Noise abatement procedures in effect for jet and turbo-prop tfc, depart on Rwy 08 expect left turn at 13.5 DME. Between the hrs 0400-1400Z‡ weekdays and Sat and Sun 0400-1600Z‡ expect right turn on departure from Rwy 08. Departures on Rwy 03 or Rwy 35 and arrivals on Rwy 17 are restricted and rqr prior coordination with twr.

Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities. WEATHER DATA SOURCES: ASOS (505) 242-4044. LLWAS. HIWAS 113.2 ABQ. WSP.

COMMUNICATIONS: D-ATIS 118.0 (505) 856-4928 UNICOM 122.95

RCO 122.55 (ALBUQUERQUE RADIO) R APP CON 123.9 (S of V12) 127.4 (on or N of V12) 126.3

R DEP CON 127.4 (on or N of V12) 123.9 (S of V12)

TOWER 120.3 123.775 **GND CON 121.9 CLNC DEL** 119.2

AIRSPACE: CLASS C svc continuous ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE ABO.

(H) VORTACW 113.2 ABQ Chan 79

N35°02.63' W106°48.98'

Chan 56 Rwy 08. Class IE. IIS/DMF 111 9 I-SPT IL\$ 111.5 I-BZY Rwy 03. Class IE.

ASR

DOUBLE EAGLE II (AEG) 7 NW UTC-7(-6DT) N35°08.71′ W106°47.71

AI RIIOHEROHE H-4K, L-81 IAP, AD

6669

35

S4 FUEL 100LL, JET A, A7 OX 3 NOTAM FILE AEG 5837 В

RWY 04-22: H7398X100 (ASPH) S-30 MIRL 0.4% up SW RWY 04: PAPI(P4L)-GA 3.0° TCH 44'. RWY 22: MALSR. Rgt tfc.

RWY 17-35: H5993X100 (ASPH-PFC) S-30

RWY 17: REIL, PAPI(P4L)-GA 3.0° TCH 44'.

RWY 35: REIL. Rgt tfc. AIRPORT REMARKS: Attended 1200-0400Z‡. Wildlife on and invof arpt.

When twr clsd ACTIVATE MIRL Rwy 04-22 and Rwy 17-35, REIL Rwy 17 and Rwy 35, MALSR Rwy 22, PAPI Rwy 04 and Rwy 17—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.025 (505) 842-2009. COMMUNICATIONS: CTAF 120.15

R ALBUQUERQUE APP/DEP CON 127.4 CLNC DEL 124 8

TOWER 120.15 (1300-0500Z‡) GND CON 121.625 AIRSPACE: CLASS D svc 1300-0500Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABO.

ALBUQUERQUE (H) VORTACW 113.2 ABO Chan 79 N35°02.63'

W106°48.98' 357° 6.2 NM to fld. 5743/13E. HIWAS. DUDLE NDB (LOM) 351 AE N35°13.04′ W106°42.77′

5.9 NM to fld ILS 110.1 I-AEG **Rwy 22** LOM DUDLE NDB. LOM unmonitored ILS unmonitored when twr clsd.

212°

ALEXANDER MUNI (See BELEN)

ANTON CHICO N35°06.70' W105°02.40' NOTAM FILE ABQ.

RCO 122.1R 117.8T (ALBUOUEROUE RADIO)

(H) VORTAC 117.8 ACH Chan 125

ANGEL FIRE N36°25.32′ W105°17.39′ (AXX) 1 NW UTC-7(-6DT)

B FUEL 100LL, JET A NOTAM FILE ABO RWY 17-35: H8900X100 (ASPH) S-30, D-45

0.6% up. RWY 35: Road. RWY 17: PVASI(PSIL). Ground.

AIRPORT REMARKS: Attended 1400-0000Z‡. Airport located in mountain valley, rising terrain in all directions. Deer and elk on and invof arpt. 6-8 inch drop offs east side of rwy. Avoid overflight of Taos Pueblo World Heritage site west of arpt. ACTIVATE rotating bcn, MIRL Rwy 17-35-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.025 (575) 377-0526. COMMUNICATIONS: CTAF/UNICOM 122.8 ALBUQUERQUE CENTER APP/DEP CON 132 8

RADIO AIDS TO NAVIGATION: NOTAM FILE SKX.

TAOS (L) VORTAC 117.6 TAS Chan 123 N36°36.53′ W105°54.38′

APACHE CREEK

JEWETT MESA UTC-7(-6DT) N34°00.26' W108°40.79' (13Q) 10 N

NOTAM FILE ABO RWY 06-24: 5200X45 (DIRT)

RWY 06: P-line. RWY 24: Road.

AIRPORT REMARKS: Unattended. Arpt open May-Sep; other times CLOSED. Arpt CLOSED during winter months, confirm

rwy condition prior to landing. Wildlife and livestock on runway. Rwy 24 4' fence 100' from thld. Rwy 06-24

recommend visual inspection before using, infrequent maintenance and poor condition. Rwy 06-24 large rocks

on rwy, surface deeply rutted. Rwy 06-24 very large rocks 30' from rwy centerline both sides entire length. Rwy 06 marked with tires on +4' posts both sides at rwy end. Rwy 24 marked with single tire both sides at rwy end. COMMUNICATIONS: CTAF 122.9

ALBUQUERQUE 105° 22.3 NM to Santa Rosa Route 66, 5450/12E. H-4L, 6F, L-8J

097° 31.8 NM to fld. 7860/13E.

DENVER

H-4L, 6F, L-8J

IAP

ALBUQUERQUE

ARTESIA MUNI (ATS) 3 W UTC-7(-6DT) N32°51.15′ W104°28.06′ S4 FUEL 100LL, JET A1 NOTAM FILE ATS 3541 B

RWY 03-21: H6301X150 (ASPH-PFC) S-40, D-57 MIRL 0.3% up SW RWY 21: PVASI(PSIL)-GA 3.0° TCH 25'. Road. RWY 03. P-line

RWY 12–30: H5390X150 (ASPH–PFC) S–40, D–57

up NW RWY 12. Brush

AIRPORT REMARKS: Attended 1400-0000Z‡. Fuel on call after hours call 575-748-3206. Fee charged. ACTIVATE MIRL Rwy 03-21 and Rwy 12-30-CTAF. WEATHER DATA SOURCES: AWOS-3 126.725 (575) 748-2103.

COMMUNICATIONS: CTAF/UNICOM 123.075 R ROSWELL APP/DEP CON 119.6 (1300-0400Z‡)

(R) ALBUQUERQUE CENTER APP/DEP CON 132.65 (0400-1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE ROW.

CHISUM (H) VORTACW 116.1 CME Chan 108 N33°20.25'

W104°37.28' 153° 30.1 NM to fld. 3772/12E. HIWAS.

NDB (MHW) 414 ATS N32°51.16′ W104°27.70′

NOTAM FILE ATS.

2 NW

(N19)

5877 R FUEL 100LL, MOGAS NOTAM FILE ABQ RWY 08-26: H4300X50 (ASPH) S-10

RWY 08: ODALS (NSTD), APAP (PNIL)—GA 3.5° TCH 30', Thid dspicd 210'. RWY 26: REIL (NSTD) PVASI(PSIR)—GA 3.0° TCH 20'. Thid dspicd 210'.

RWY 04-22: H2850X40 (ASPH) S-8 AIRPORT REMARKS: Attended continuously. For arpt attendant when not avbl call 505-320-2021. Rwy 26 preferred for

ngt ops. Arpt located atop Mesa, ground drops approximately 60-280' beyond rwy end. Rwy 04-22 pavement has numerous large cracks and loose rocks. Rwy end 04 not visible from Rwys 08 or 26. No line of sight

on extended rwy centerline on less than standard spacing. Rwy 26 NSTD REIL-2 omni strobes on each side, 1 omni strobe on left of centerline 15' from end of rwy. Rotating bcn oprs dusk-0700Z‡. ACTIVATE ODALS Rwy 08 and REIL Rwy 26-CTAF.

between the ends of Rwy 08-26. Rwy 08-26 edge Igtg retro-reflective. Rwy 08 NSTD ODALS due to 4 NSTD Igts

UTC-7(-6DT) N36°50.08′ W108°01.70′

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE FMN.

AZTEC MUNI

RATTLESNAKE (H) VORTACW 115.3 RSK Chan 100

N36°44.90′ W108°05.93′ 5823/14E. HIWAS.

BELEN

ALEXANDER MUNI (E8Ø) 3 W UTC-7(-6DT) N34°38.71′ W106°50.02′ 5194 B S4 FUEL 100LL, JET A1+ NOTAM FILE ABQ

RWY 03-21: H6601X60 (ASPH) S-12.5 MIRL 0.3% up SW

RWY 21: PVASI(PSIL)-GA 3.0° TCH 50'.

AIRPORT REMARKS: Attended 1500-0000Z±, Parachute Jumping, For fuel after dusk call 505-864-0195/6277, ACTIVATE MIRL Rwy 03-21 and PVASI Rwy 21-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.55 (505) 966-2655. Plus precipitation and thunderstorm.

COMMUNICATIONS: CTAF/UNICOM 122.8 R ALBUQUERQUE APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ. SOCORRO (H) VORTAC 116.8 ONM

Chan 115

W106°49.23' 345° 18.4 NM to fld. 4910/13E.

019° 6.2 NM to fld.

AI RIIOHEROHE

Landfill

H-6F I-6G

IAP

DENVER

ALBUQUERQUE

H-4K. L-81

IAP

L-81

BLACK ROCK (See ZUNI PUEBLO)

AI RIIOIIFROIIF

ALBUQUERQUE

PMSV METRO 343.1

ALBUQUERQUE

AI RIIDIIFROIIF

L-6F

L-6G

at fld. 4820/10E. Unmonitored outside

3250/12E.

H-6G. L-6G

DIAP, AD

1-6F

BOLES N32°49.28' W106°00.79'. NOTAM FILE ALM.

TPA—See Remarks

(L) VORW/DME 109.6 BWS Chan 33 035° 1.6 NM to Alamogordo-White Sands Rgnl.

4100/11E.

VORW/DME unusable: 065°-100° beyond 15 NM.

CANNON AFB (CVS)(KCVS) 5 W UTC-7(-6DT)N34°22.97′ W103°19.33′ AF NOTAM FILE CVS

HIRL RWY 04-22: H10000X150 (CONC) PCN 62 R/C/W/T RWY 04: ALSF1. PAPI(P4L)-GA 2.5° TCH 34'. RWY 22: ALSF1. PAPI(P4L)-GA 2.6° TCH 35'.

RWY 13-31: H8200X150 (PEM) PCN 47 R/B/W/T RWY 13: SSALR. PAPI(P4L)-GA 3.0° TCH 37'. RWY 31: SSALR. PAPI(P4L). MILITARY SERVICE: LGT Gated thid lgt on all rwy for fighter acft, Rwy 4-22 and Rwy 13-31 ILS GS/Runway Point of

Intercept and PAPI GS/Runway Reference Point not coincidental. JASU (MD-3) (AM32A-60A) FLUID SP PRESAIR LPOX LOX OIL 0-148 SOAP

HIRI

Not insp.

TRAN ALERT Avbl Mon-Fri 1400-0600Z‡, Sat-Sun 1300-2100Z‡. AM32A-60 support equipment incompatible with

and lake located ½ NM SE of Rwy 22 apch end. Bird Aircraft Strike Hazard Phase II in effect Oct 1-Nov, 10. Mar

and Rwy 31 and left 180° turn Rwy 04 and Rwy 13. Dep acft restricted to 5300' until passing dep end of rwy. No touch-and-go ldg allowed for transient acft C135 and smaller. All holding apron taxi lines rstd to acft with wheel base of more than 14". CAUTION Clovis Muni 13 NM NE. Portales Muni 14 NM SSW. Bird hazard: Sewage lagoon

MILITARY REMARKS: Attended continuously, Aerodrome Offical Business Only (OBO), See FLIP AP/1 Supplementary Arpt Remark, Aerodrome CLOSED first Mon of the month, RSTD No less than 24 hr prior and no more than 15 days prior, ctc DSN 681-2801, C575-784-2801, fax extension 4658. Heavy acft expect right 180° turn Rwy 22

12-Apr 22 and Jun 1-Jul 31. Unmanned Aerial Systems activity within Class D Airspace and between Class D Airspace and R5104. Vehicle tfc on road (15' AGL), approximately 1200' from apch end Rwy 13. Approximately

20' AGL AG irrigation equipment located approximately 2000' from Rwy 13-31 apch ends. Potential exists for hydroplaning on Rwy 13-31 asphalt interior portion. For all rwy expect 30-45 min rwy suspension after heavy acft arr/dep due to Foreign Object Damage on rwy. TACAN gnd navaid check point incorrect on Rwy 22. TFC PAT TPA—VFR jet rectangular 5800(1505), tran jet overhead 6300(2005), MISC WX briefing for tran aircrew byd

normal opr hr avbl via 25 OW5 at DAVIS-MONTHAN AFB DSN 228-6598/6599/6588 C520-228-6598/6599. Afld WX obsn sent by AN/FMQ19 automated obsn system; augmented by human observer during afld opr hrs, Itd on weekends. Classified storage for transient aircrew unavbl at Afld Management Ops but is avbl at Command Post. Obsn site Itd 000-070 degrees due bldgs; ngt obsn Itd due hi intensity ramp Igt. The 1st 1200' Rwy

13-31 concrete, mid 5800' asphaltic concrete. 1st 1200' Rwy 13 has rough concrete. Fire-fighting capability Itd to Cat 8 and 10 acft. Recommend units ask for current capability when reg PPRs.

COMMUNICATIONS: SFA ATIS 119.1 269.9 (Mon-Thu 1600-0800Z‡, Fri-Sat 1600-0001Z‡, clsd Sun and PPD 139.3 372.2 holidays)

No NOTAM MP Wed 1000-1230Z‡.

R APP CON 121.05 352.1 GNC CON 121.9 275.8. TOWER 120.4 270.25.

CLNC DEL 120.2 293.225.

R DEP CON 121.05 307.175 COMD POST (TRAILBOSS) 311.0 11175 (11175 24 hr primary HF. Have Quick timing avbl.)

Weather DSN 681-2749. Alternate PMSV is Dyess AFB 383.25. AIRSPACE: CLASS D svc continuously, other times and holidays Class E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ABO.

Chan 53 CVS (111.6) N34°22.83′ W103°19.35′ published opr hr and when radar facility is not manned. No NOTAM MP Tue 1000-1230Z±.

Rwy 04.

ILS 108.5

I-GLO

ILS 109.7 I-CVS No NOTAM MP Mon 1000-1230Z±. Rwy 22. I-BNN No NOTAM MP Wed 1000-1230Z‡. ILS 108.3 Rwy 31. Class IE.

I-OVI Rwv 13. No NOTAM MP Mon 1000-1230Z‡. GS critical area unprotected, ILS/GS unusable when ceiling blo 800' or visibility less than 2 sm. ASR No NOTAM MP Mon-Fri 0800-1200Z‡.

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

CAPITAN N33°29.39' W105°24.26'. NOTAM FILE SRR.

NDR (MHW) 278 CEP 246° 6.7 NM to Sierra Blanca Rgnl. Unusable byd 25 NM blo 14.500'.

CARLSBAD N32°15.40′ W104°13.56′ NOTAM FILE CNM.

(L) VORTACW 116.3 CNM Chan 110 327° 5.2 NM to Cavern City Air Terminal.

RCO 122.65 (ALBUQUERQUE RADIO)

CARLSBAD

CAVERN CITY AIR TERMINAL (CNM)

B FUEL 100LL, JET A1+ Class II, ARFF Index A NOTAM FILE CNM RWY 03-21: H7854X150 (ASPH-PFC) S-62, D-88, 2S-112, 2D-140 RWY 03: MALSR Road RWY 21: VASI(V4L)-GA 3.0°TCH 58', Road.

RWY 14R-32L: H5839X100 (ASPH) S-30, D-45 RWY 14R: PAPI(P4L)-GA 4.0° TCH 69'. Road. Rgt tfc. RWY 32L: PAPI(P4L), Thid dspicd 385', Road. S-19

RWY 08-26: H5333X75 (ASPH) RWY NR. Road RWY 26: Fence. RWY 14L-32R: H4615X150 (ASPH) RWY 32R: Thid dspicd 616', Road, Rgt tfc.

S-8. D-12.5 RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-7854 TODA-7854 ASDA-7854

RWY 08: TORA-5333 TODA-5333 ASDA-5333 LDA-5333

RWY 14L: TORA-4615 TODA-4615 ASDA-4615 LDA-4615

RWY 14R: TORA-5839 TODA-5839 ASDA-5839 LDA-5839 RWY 21: TORA-7854 TODA-7854 ASDA-7854 LDA-7854 RWY 26: TORA-5333 TODA-5333 ASDA-5333 LDA-5333

RWY 32L: TORA-5839 TODA-5839

COMMUNICATIONS: CTAF/UNICOM 122.95

I-CVD

(F37)

CARLZ N32°16.01′ W104°20.31′

RWY 15-33: 2500X90 (DIRT) RWY 15: Fence

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE ABO. SOCORRO (H) VORTAC 116.8

CIMARRON N36°29.48′ W104°52.32′

RCO 122.1R 116.4T (ALBUQUERQUE RADIO)

CARLZ NDB (LOM) 402

ILS 111.9

CARRIZOZO MUNI

NDB (LOM) 402 CV

Rwv 24-CTAF.

CATRON CO HELIPORT

HIWAS.

CAVERN CITY AIR TERMINAL

(H) VORTAC 116 4 CIM

CARLSBAD RCO 122.65 (ALBUOUEROUE RADIO)

Rwv 03.

1 NW

RWY 33: Antenna.

ONM

(See QUEMADO)

Chan 111

VORTAC unusable 230°-290° beyond 20 NM below 18,000'.

RWY 32R: TORA-4615

ASDA-5839 LDA-5454 TODA-4615 ASDA-4615 AIRPORT REMARKS: Attended Mon-Fri 1230-0130Z±, Sat-Sun on call.

0.6% up W

5 SW UTC-7(-6DT)

LDA-3999 For fuel after hrs, Sat and Sun call 575-887-1500. 24 hrs PPR for air carrier ops with more than 30 passenger

LDA-7854

seats ctc airport manager 575-887-3060. Rwy 14L-32R not avbl for air carrier ops. Oil derricks invof arpt.

MIRL Rwy 03-21, Rwy 08-26 and Rwy 14R-32L preset low ints, to increase ints and ACTIVATE MALSR Rwy

03—CTAF, NOTE; See Special Notices—Natural Gas Flare.

WEATHER DATA SOURCES: ASOS 118.375 (575) 887-6858.

(R) ALBUQUERQUE CENTER APP/DEP CON 135.875 RADIO AIDS TO NAVIGATION: NOTAM FILE CNM.

CARLSBAD (L) VORTACW 116.3 CNM Chan 110 N32°15.40′ W104°13.56′

CV N32°16.01′ W104°20.31′ 032° 5.7 NM to fld. Unmonitored. Class IE.

UTC-7(-6DT)

NOTAM FILE CNM. 032° 5.7 NM to Cavern City Air Terminal. Unmonitored.

LOM CARLZ NDB. ILS and LOM unmonitored.

N32°20.25′ W104°15.80′

0.6% up SW

327° 5.2 NM to fld. 3250/12E. ALBUQUERQUE

N33°38.93' W105°53.74'

S2 FUEL 100LL NOTAM FILE ABO B RWY 06-24: H4900X75 (ASPH) S-12 MIRL RWY 06: REIL. PAPI(P4L)-GA 3.0° TCH 37'. Road.

RWY 24: REIL. PAPI(P4L)-GA 3.0° TCH 37'. Tree.

AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 06-24, PAPI Rwy 06 and Rwy 24, and REIL Rwy 06 and

ALBUQUERQUE

H-6F, L-6G

IAP

ALBUQUERQUE

H-6F, L-6G

DENVER

(See CARLSBAD)

NOTAM FILE ROW. 103° 5.0 NM to Roswell Intl Air Center. 3772/12E.

ALBUQUERQUE L-6F Chan 115 N34°20.33′ W106°49.23′ 119° 61.9 NM to fld. 4910/13E.

CHISUM N33°20.25′ W104°37.28′ (H) VORTACW 116.1 CME Chan 108

DME unusable 060°-140° byd 20 NM blo 7,000′, 141°-215° byd 20 NM blo 8,000′.

NOTAM FILE RTN.

SW. 23 SEP 2010 to 18 NOV 2010

VOR portion unusable 340°-010° beyond 32 NM below 12,000'.

037° 23.3 NM to Raton Muni/Crews Fld. 6550/13E. HIWAS. H-4L, 6F, L-15A

DENVER

WICHITA

ALBUQUERQUE

L-8J

CIMARRON HELIPORT (C12) N36°30.76′ W104°55.48′ UTC-7(-6DT) 6460 B NOTAM FILE ABO Not insp. HELIPAD H1: H65X65 (CONC) S-20 PERIMETER LGTS

HELIPORT REMARKS: Unattended. Elk on and invof heliport. Perform visual check of fenced area before ldg. 30' p-lines 240' west of H1 pad. Heliport located west of high school track. Power lines run east west along North side of

hwy Aerial Marker balls attached to power lines. COMMUNICATIONS: CTAF/UNICOM 122.8

CLAYTON MUNI ARPK (CAO) 2 E UTC-7(-6DT) N36°26.77′ W103°09.00′ 4965 B FUEL 100LL, JET A NOTAM FILE CAO

RWY 02-20: H6300X75 (ASPH) S-16.5 MIRL RWY 20: PAPI(P2L).

RWY 02: PAPI(P2L), Thid dsplcd 380'.

RWY 12-30: H4100X60 (ASPH) MIRL

0.5% up NW

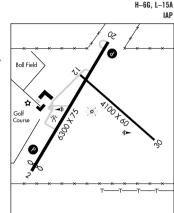
AIRPORT REMARKS: Attended Jun-Aug 1500-0300Z‡, Sep-May

1500-0000Z‡. Reflectors on all twys. ACTIVATE MIRL Rwy 02-20, PAPI Rwy 02 and Rwy 20. WEATHER DATA SOURCES: ASOS 120.625 (575) 374-2565.

COMMUNICATIONS: CTAF/UNICOM 122.8 ALBUQUERQUE CENTER APP/DEP CON 127.85 RADIO AIDS TO NAVIGATION: NOTAM FILE DHT.

DALHART (L) VORTACW 112.0 DHT Chan 57 N36°05.49' W102°32.68' 294° 36.3 NM to fld. 4020/12E. HIWAS. NDB (MHW) 332 CAO N36°26.64' W103°08.96' NOTAM FILE CAO.

N35°00.20' W105°39.73'



RCO 122.3 (ALBUQUERQUE RADIO)

CLINES CORNERS

CLINES CORNERS CQC N35°00.00' W105°40.00'/7102.

ASOS 575-472-4551.

CLOVIS MUNI (CVN) 6 E UTC-7(-6DT) N34°25.51′ W103°04.76′ S4 FUEL 100LL, JET A TPA-5016(800) Class III, ARFF Index A 4216 B

RWY 04-22: H6200X150 (ASPH-AFSC) S-45, D-57 MIRL 0.3% up NE RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 41'. Thid dspicd 799'.

RWY 22: VASI(V4L)-GA 3.0° TCH 48'. Road.

MIRL

RWY 12-30: H5697X150 (ASPH) S-42, D-50 0.5% up NW

RWY 12: REIL. Road. RWY 30: REIL. PVASI(PSIL)-GA 3.0° TCH 75'. Road.

RWY 08-26: 2442X75 (TURF)

RWY 08: P-line.

AIRPORT REMARKS: Attended 1500-0030Z‡, 100LL avbl northwest end

Twy B daily after hrs call 575-389-1224. For fuel after hrs main ramp call 575-389-1272. Jet A avbl on Sun only by appointment

call 575-389-1272. Heavy jet tfc Cannon AFB 13 NM SW.

Extensive agricultural acft activity on and invof arpt. Rwy 22 preferred rwy for calm wind. Rwy 12 REIL OTS indef. Rwy 30 REIL OTS indef. PAPI Rwy 04 unusable byd 7° rgt of centerline.

ACTIVATE PAPI and MALSR Rwy 04-CTAF. MIRL Rwy 04-22 preset low ints dusk-dawn. MIRL Rwy 12-30 preset low ints Mon-Thu dusk-0530Z‡ and Fri-Sun dusk-0700Z‡, to increase ints Rwy 04-22 and ACTIVATE MIRL Rwy 12-30-CTAF.

WEATHER DATA SOURCES: AWOS-3 135.375 (575) 389-1056. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (ALBUQUERQUE RADIO) R CANNON APP/DEP CON 121.05

CANNON CLNC DEL 119.0 RADIO AIDS TO NAVIGATION: NOTAM FILE FTW.

TEXICO (H) VORTACW 112.2 TXO

Chan 59 N34°29.71′ W102°50.38′ 240° 12.6 NM to fld. 4060/11E. HISAN NDB (LOM) 335 CV N34°21.04′ W103°10.46′ 038° 6.5 NM to fld.

LOM HISAN NDB. ILS and LOM unmonitored. IIS 108 9 I_CVN Rwy 04

(L) VORW/DME 111.2 CUS

COLUMBUS N31°49.15' W107°34.47' NOTAM FILE ABQ.

Chan 49 332° 27.6 to Deming Muni, 4008/12E, Unmonitored. VOR portion unusable 335°-342°beyond 30 NM below 10,500'.

EL PASO L-6E

AI RIIOHEROHE

NOTAM FILE CVN

H-6G I-6H

ΙΔΡ

CONCHAS DAM

CONCHAS LAKE (E89) 1 SW UTC-7(-6DT) N35°21.86' W104°10.90' NOTAM FILE ABO В S-13

RWY 09-27: H4790X60 (ASPH) RWY 09: ODALS (NSTD), Brush.

RWY 27: ODALS (NSTD). Fence.

AIRPORT REMARKS: Unattended, Wildlife on and invof arpt, Rwv 09-27

solar powered edge Igtg and retro reflective markers. Twys have

retro reflective markers. Rwy 09 and Rwy 27 NSTD ODALS due to

4 NSTD Igts on extended rwy centerline on less than standard spacing. ACTIVATE ODALS Rwys 9 and Rwy 27-CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TCC. TUCUMCARI (H) VORTACW 113.6 TCC Chan 83 N35°10.93'

W103°35.91' 279° 30.7 NM to fld. 4070/12E. HIWAS.

ALBUQUERQUE L-15A **63** (3 Ø

CONCHAS LAKE SPB (E61) 2 SW UTC-7(-6DT) N35°23.05′ W104°12.98′ NOTAM FILE ABO

WATFRWAY ALL WAY: 21120X1320 (WATER)

WATERWAY ALL WAY: Dam

SEAPLANE REMARKS: Unattended. Small boat traffic heavy in landing area May-Oct. Lake level fluctuates from 4155'

to 4201' MSL. Landing area becomes hazardous due to exposed snags and land masses at levels below 4170'. Seaplane operations are prohibited on that portion of the lake North of the dam. Wind warning lights located on dam and at North Marina and at S dock, Dam 5000' Northeast of sealane. Most winds out of SW, Recommend ldg and tkf ops to the west. Wind warning lgts located on dam, at central recreation area and at south dock.

Lights flash if winds are greater than 20 MPH. COMMUNICATIONS: CTAF 122.9

CONCHAS LAKE SPB (See CONCHAS DAM)

CONCHAS LAKE (See CONCHAS DAM)

CORONA N34°22.02′ W105°40.68′ NOTAM FILE ABQ.

(H) VORTAC 115.5 CNX Chan 102 046° 28 NM to Vaughn Muni. 6411/13E. HIWAS.

VOR unusable 115°-135° beyond 35 NM below 10,000' DMF unusable:

115°-135° bvd 35 NM blo 10.000' 135°-185° byd 20 NM blo 12,000'

RCO 122.1R 115.5T (ALBUQUERQUE RADIO)

COZEY N32°37.92′ W108°03.80′ NOTAM FILE SVC.

NDB (LOM) 251 SV 261° 4.7 NM to Grant Co.

CROWNPOINT (ØE8) 3 NW UTC-7(-6DT) N35°43.06' W108°12.10'

6696 B NOTAM FILE ABQ

RWY 18-36: H5820X60 (ASPH) MIRL

RWY 18: PVASI(PSIL)-GA 3.0° TCH 40'. Hill. RWY 36: P-line.

FUEL 100LL, JET A NOTAM FILE DMN

MIRL

MIRL

AIRPORT REMARKS: Unattended. PPR 505-786-5291 ask for security. Arpt gate entrance padlock combination is 6708. ACTIVATE MIRL Rwy 18-36-122.9.

COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE GUP.

DEMING MUNI UTC-7(-6DT) (DMN) 2 SE

RWY 08-26: H6627X75 (ASPH) S-20 RWY 08: PAPI(P2L)-GA 3.0° TCH 40'. Trees. RWY 26: PAPI(P4L)-GA 3.0° TCH 40'.

1311 R S4

26-CTAF

RWY 04-22: H5675X60 (ASPH) S-12 RWY 04: Tree. RWY 22: Pole.

AIRPORT REMARKS: Attended 1400-0200Z‡. For arpt attendant after hours call 575-494-2311. No intersection takeoffs. Helicopters arriving from East and departing to the East remain North of

COLUMBUS (L) VORW/DME 111.2

WEATHER DATA SOURCES: ASOS 118.525 (575) 544-4347. HIWAS 108.6 DMN. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.2 (ALBUQUERQUE RADIO) (R) ALBUQUERQUE CENTER APP/DEP CON 128.2

segmented circle, Rwv 04-22 outside lanes rough, ACTIVATE MIRL Rwy 04-22 and Rwy 08-26, PAPI Rwy 08 and Rwy

AIRSPACE: CLASS E svc 1500-2300Z# other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE DMN. (L) VORTACW 108.6 DMN Chan 23 N32°16 53'

W107°36.33' 250° 5.9 NM to fld. 4210/12E. HIWAS. VORTAC unusable 155°-195° beyond 15 NM.

VOR/DME unmonitored, NOTAM FILE ABO.

DOMAN N35°33.32′ W106°08.41′ NOTAM FILE SAF.

CUS

NDB (LOM) 341 SG 022° 4.5 NM to Santa Fe Muni. Unmonitored. **ALBUQUERQUE**

ALBUQUERQUE

H-4L, 6F, L-6F

AI RIIOHEROHE

AI BUQUERQUE

H-4K, L-8H

L-5D

SW. 23 SEP 2010 to 18 NOV 2010

Chan 49 N31°49.15' W107°34.47'

GALLUP (H) VORTAC 115.1 GUP Chan 98 N35°28.56′ W108°52.36′ 052° 35.9 NM to fld. 7053/14E. N32°15.74′ W107°43.24′ **ALBUQUERQUE** H-4K. L-6E IAP 0 4 E-

6627 X 75

332° 27.6 to fld 4008/12E.

airgrounds

ALBUQUERQUE

L-81

185°-205° bvd 20 NM blo 13.000'

205°-260° byd 20 NM blo 14,000'

DOUBLE EAGLE II (See ALBUQUERQUE)

DONA ANA CO AT SANTA TERESA

NDB (LOM) 351 AE

7618 R

JICARILLA APACHE NATION

RWY 17-35: H7500X75 (ASPH)

COMMUNICATIONS: CTAF 122.9

5823/14E. HIWAS.

NOTAM FILE ABO

RADIO AIDS TO NAVIGATION: NOTAM FILE FMN. RATTLESNAKE (H) VORTACW 115.3 RSK

ACTIVATE LIRL Rwv 09-27-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

FIIFI 100LL

(E14) 3 NE

NOTAM FILE ABO

RADIO AIDS TO NAVIGATION: NOTAM FILE SAF.

(E92)

NOTAM FILE ABO RWY 08-26: 4000X50 (GRVL) RWY 08: ODALS. Fence.

LIRL

SAF

sequence. Rwy 08-26 thId and edge lighting retro-reflective.

S-18

DUDLE N35°13.04′ W106°42.77′. NOTAM FILE ABO.

212° 5.9 NM to Double Eagle II.

(See SANTA TERESA)

(24N) 10 S UTC-7(-6DT) N36°49.71′ W106°53.05′

S-12.5

NOTAM FILE ABO

UTC-7(-6DT)

RWY 34: Fence.

SANTA FE (L) VORTACW 110.6 SAF Chan 43 N35°32.45′ W106°03.90′

RWY 26: ODALS. Hill.

MIRI

MIRL RWY 17: REIL, PAPI(P2L)—GA 3.0° TCH 30', Tree.

AIRPORT REMARKS: Unattended, Rising terrain in all directions, Wildlife on and invof arot. Main gate locked at all times, ctc arpt manager to enter/exit 505-759-4310. Gate combination 1995, Wind sock lgts OTS indef.

ACTIVATE MIRL Rwy 17-35, REIL and PAPI Rwy 17 and Rwy 35-CTAF.

Chan 100 N36°44.90′ W108°05.93′

RWY 35: REIL. PAPI(P2L)-GA 3.0° TCH 30'. Tree.

071°58.7 NM to fld.

ALBUQUERQUE

L-81

DENVER

H-4L. 6F. L-8I

ALBUQUERQUE

AI BUQUERQUE

DENVER

H-4K, L-8I

EDGEWOOD

DULCE

Chan 43 N35°32.45′ W106°03.90′

AIRPORT REMARKS: Unattended, Main gate locked at all times, Airport access gate combination-5790, Call Pueblo or arpt manager to enter/exit 505-747-0700 or 505-660-6113. ACTIVATE MIRL Rwy 16-34-CTAF.

AIRPORT REMARKS: Unattended. Cattle and birds on and invof rwy. Rwy 08-26 soft when wet. Rwy 08 NSTD ODALS-1 flashing lgt on rwy centerline and 2 at rwy thld. Only southside single strobe lgt operative. Rwy 26 ODALS OTS indef. Rwy 26 NSTD ODALS-3 NSTD Igts on extended rwy centerline on less than standard spacing flash in

1 E UTC-7(-6DT) N34°45.80′ W106°02.48′

SW. 23 SEP 2010 to 18 NOV 2010

SANDIA AIRPARK ESTATES EAST (1N1) 2 NE UTC-7(-6DT) N35°05.67' W106°10.03'

178° 27 2 NM to fld 6263/13F

349° 29.3 NM to fld. 6263/13E.

AIRPORT REMARKS: Attended Mon-Sat 1400-0000Z‡. Self svc fuel with credit card. For rotg bcn call 505-281-0322

N36°01.57′ W106°02.72′

RADIO AIDS TO NAVIGATION: NOTAM FILE SAF. SANTA FE (L) VORTACW 110.6

OHKAY OWINGEH

ESTANCIA MUNI

B

RWY 16-34: H5007X75 (ASPH)

RWY 16: Thid dspicd 324'.

COMMUNICATIONS: CTAF 122.9

COMMUNICATIONS: CTAF 122.9

R S4 RWY 09-27: H4830X30 (ASPH)

ESPANOLA

DENVER

IAP. AD

H-4K, L-8H

FARMINGTON

RWY 05: VASI(V4R)-GA 3.0° TCH 61'.

RWY 07-25: H6704X100 (ASPH-PFC) S-50, D-90, 2S-114

RWY 07: VASI(V4L)-GA 3.0° TCH 52'. Thid dsplcd 239'.

RWY 05-23: H6500X150 (ASPH-PFC) S-47, D-66, 2S-84

RWY 05: TORA-6500 TODA-6900 ASDA-6375

RWY 25: REIL, VASI(V4L)—GA 3.0° TCH 52', Thid dspicd 188'.

RWY 23: REIL, VASI(V4R)—GA 3.0° TCH 52', Thid dspicd 124',

RWY 07: TORA-6704 TODA-7704 ASDA-6518 LDA-6277

ATIS 127.15 UNICOM 122.95

FOUR CORNERS RGNL (FMN) 1 NW UTC-7(-6DT) N36°44.48′ W108°13.80′ 5506 B S4 FUEL 100LL, JET A1, A1+ OX 2, 4 Class III, ARFF Index A

LDA-6375

MIRI 0.4% up E

NOTAM FILE FMN

☆※ 5558

RWY 23: TORA-6500 TODA-7500 ASDA-6500 LDA-6375 RWY 25: TORA-6704 TODA-6704 ASDA-6463 LDA-6277 AIRPORT REMARKS: Attended 1300-0500Z‡. When twr clsd MIRL Rwy

COMMUNICATIONS: CTAF 118.9

HIWAS

MIRL 0.5% up NE

07-25 and REIL Rwy 25 preset low ints, to increase ints and ACTIVATE MIRL Rwv 05-23 and REIL Rwv 23-CTAF. WEATHER DATA SOURCES: ASOS (505) 324-6252. LAWRS. SAWRS.

RUNWAY DECLARED DISTANCE INFORMATION

FARMINGTON RCO 122.4 (ALBUOUEROUE RADIO) R DENVER CENTER APP/DEP CON 118.575 TOWER 118.9 (1300-0500Z±) GND CON 121 7 AIRSPACE: CLASS D svc 1300-0500Z# other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FMN. RATTLESNAKE (H) VORTACW 115.3 RSK Chan 100 N36°44.90′ W108°05.93′ 252° 6.3 NM to fld. 5823/14E.

ILS/DME 111.9 I-FMN Chan 56 Rwy 25. Class IE.

FARMINGTON N36°44 22' W108°11 63'

RCO 122.4 (ALBUQUERQUE RADIO)

FORT SUMNER MUNI (FSU) 2 NE

UTC-7(-6DT) N34°29.00′ W104°13.03′

S-25

4165 B NOTAM FILE ABO

RWY 08-26: H5300X50 (ASPH) RWY 08: Road. Rwv 26: PVASI (PSIL), Brush. AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡. For attendant after hrs call (575) 355-2405. Gate code is 8845. ACTIVATE MIRL Rwy 8-26—CTAF. MIRL Rwy 03-21 preset low ints dusk-0500Z‡. After 0500Z‡

RWY 03-21: H5800X75 (ASPH)

Rwv 21: PVASI (PSIL).

HIWAS

S-17 MIRL

ACTIVATE—CTAE COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE TCC.

TUCUMCARI (H) VORTACW 113.6 TCC Chan 83 N35°10.93′ W103°35.91′ 204° 51.8 NM to fld. 4070/12E.

MIRL

FORT UNION N35°39.45′ W105°08.14′

(H) VORTACW 117.3 FTI Chan 120

at Las Vegas Muni. 6870/13E.

SW. 23 SEP 2010 to 18 NOV 2010

FOUR CORNERS RGNL (See FARMINGTON)

NOTAM FILE LVS

NENVER

H-4K, L-8H

ALBUQUERQUE

H-6F, L-6G

ALBUQUERQUE H-4L, 6F, L-8J and REIL Rwv 24-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.95

GUP

I-GUP Chan 54

(E94)

RWY 19: Fence.

beyond 10 NM below 10,500'.

NOTAM FILE ABO

(See SILVER CITY)

RWY 13-31: H7172X75 (ASPH) S-12

COMMUNICATIONS: CTAF/UNICOM 122.8 ALBUQUERQUE CENTER APP/DEP CON 124.325 RADIO AIDS TO NAVIGATION: NOTAM FILE GUP.

(EØ5)

RWY 11-29: H4110X60 (ASPH)

3 SW

RWY 11: ODALS (NSTD). APAP (PNIL). Brush.

and Rwy 29-CTAF. Rwy 11 and Rwy 29 APAP Igtd.

NOTAM FILE ABO

(GNT)

RWY 13: PAPI(P2L)-GA 3.0° TCH 40'. Ground.

FUEL 100LL, JET A1+

RWY 26. Fence

GALLUP (H) VORTAC 115.1 GUP Chan 98 N35°28.56' W108°52.36' 097° 51.1 NM to fld. 7053/14E.

(ALBUOUEROUE RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE GUP.

(H) VORTAC 115.1

ILS/DME 111.7

GRANTS-MILAN MUNI

RWY NR. Hill

13-31-CTAF.

HATCH MUNI

В

B S2

Unmonitored.

NEW MEXICO 276

GALLUP MUNI (GUP) 3 SW UTC-7(-6DT) N35°30.66′ W108°47.36′ 6472 B S4 FUEL 100LL, JET A1 + OX 3 NOTAM FILE GUP RWY 06-24: H7316X100 (ASPH) S-45, D-55 MIRI

RWY 06: PAPI(P2L)-GA 3.0° TCH 46'. Tree. RWY 24: REIL, PAPI(P2L)-GA 3.0° TCH 44', Berm. AIRPORT REMARKS: Attended continuously. ACTIVATE MIRL Rwy 06-24

WEATHER DATA SOURCES: ASOS 118.375 (505) 726-8232.

Rwy 06.

RCO 122.1R 115.1T (ALBUQUERQUE RADIO) RCO 122.6

Chan 98 N35°28.56' W108°52.36'

049° 4.6 NM to fld. 7053/14E. VOR unusable 040°-050°

LOC only.

3 NE UTC-7(-6DT) N33°21.17' W108°52.04'

(3

(3

Δ

ALBUQUERQUE

ALBUQUERQUE

Residential

Residential

H-4K, L-8I

ΙΔΡ

AI RIIOHEROHE

H-4K I-8H

ΙΔΡ

GLENWOOD-CATRON CO 5428

RWY 01-19: 3700X84 (DIRT)

RWY N1. Tree AIRPORT REMARKS: Unattended, Soft when wet, Large rocks on south 300' edges of rwy. Two pyt strips NE, Livestock and deer on arpt. Mountains surround arpt. Windsock missing. Access road not useable after rain.

COMMUNICATIONS: CTAF 122.9

GRANT CO

RWY 31: PAPI(P2L)-GA 3.0° TCH 40'. RWY 08-26: 2350X40 (DIRT) 0.6% up W

3 NW UTC-7(-6DT)

AIRPORT REMARKS: Attended 1500-0000Z‡. For svc after hours call 505-287-4700. Self svc fuel with credit card. Rwy 08-26 used

NOTAM FILE GNT

MIRL 0.3% up NW

WEATHER DATA SOURCES: ASOS (505) 287-7909.

for Idgs only. PAPI Rwy 31 OTS indef. ACTIVATE MIRL Rwy

N35°10.04′ W107°54.12′

N32°39.66′ W107°11.88′

RWY 29: ODALS (NSTD). APAP (PNIL). Pole.

ALBUQUERQUE AIRPORT REMARKS: Unattended. Livestock on and invof rwy. Vehicle access gate code 1229. ACTIVATE ODALS Rwy 11

L-6E

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE DMN. DEMING (L) VORTACW 108.6 DMN Chan 23 N32°16.53′ W107°36.33′ 030° 31.0 NM to fld. 4210/12E. **2AWIH**

SW. 23 SEP 2010 to 18 NOV 2010

UTC-7(-6DT)

S-9

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HAWKE N32°13.14′ W106°50.18′
                                       NOTAM FILE LBIL
                                                                                                AI RIIOIIFROIIF
       NDR (LOM) 206
                          303° 6.1 NM to Las Cruces Intl.
                                                                                                      1-6F
                   IR
    HISAN N34°21.04′ W103°10.46′
                                     NOTAM FILE CVN
                                                                                                ALBUQUERQUE
       NDB (LOM) 335 CV
                          038° 6.5 NM to Clovis Muni.
HOBBS
    LEA CO RGNL
                  (HOB) 4 W UTC-7(-6DT) N32°41,25′ W103°13,02′
                                                                                                ALBUQUERQUE
              В
                  FUEL 100LL, JET A NOTAM FILE HOB
                                                                                                  H-6G. L-6G
       RWY 03-21: H7398X150 (ASPH-PFC)
                                                                                                     IAP. AD
                                       S-65, D-100, 2S-127
                                                               HIRI
         RWY 03: MALSR
         RWY 21: ODALS. VASI(V4L)-GA 3.0° TCH 44'. Tree.
       RWY 12-30: H6002X150 (ASPH)
                                  S-90, D-120, 2S-157
               0.4% up NW
         RWY 12: VASI(V4L)-GA 3.0° TCH 49'.
         RWY 30: PAPI(P4R)-GA 3.0° TCH 44'.
                                    S-32, D-50
       RWY 17-35: H4998X100 (ASPH)
         RWY 17: Thid dsplcd 492'. P-line.
       RUNWAY DECLARED DISTANCE INFORMATION
         RWY 03: TORA-7398
                             TODA-7398
                                          ASDA-7398
                                                        I DA-7398
         RWY 12:
                TORA-6001
                            TODA-6001 ASDA-6001
                                                        LDA-6001
         RWY 17: TORA-4998 TODA-4998 ASDA-4998
                                                        LDA-4506
         RWY 21: TORA-7398 TODA-7398 ASDA-7398
                                                        LDA-7398
         RWY 30: TORA-6001 TODA-6001 ASDA-6001
                                                        LDA-6001
         RWY 35: TORA-4998 TODA-4998 ASDA-4998
                                                        I DA-4998
       AIRPORT REMARKS: Attended 1300-0100Z‡. Rwy 17-35 has block and
         alligator cracking, large cracks and loose material. When twr clsd
         HIRL Rwy 03-21 and MIRL Rwy 12-30 preset low intensity; to
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FORT WORTH CENTER APP/DEP CON 133.1 **GND CON 121.9** HOBBS TOWER 120.65 (1300-0100Z‡) AIRSPACE: CLASS D svc 1300-0500Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE HOB. HOBBS (L) VORTACW 111.0 HOB Chan 47 N32°38.29′ W103°16.16′ 031° 4.0 NM to fld. 3660/11E ILS/DMF 108 5 I_HOB Chan 22 Rwv 03 Class IE. Unmonitored. LOC BC unusable 20° left of LOC course. LOC BC unusable byd 14 NM. LOC BC unusable byd 20° right side of course.

ATIS 119.75 OTS indef. UNICOM 122.95

HOBBS N32°38.29′ W103°16.16′ NOTAM FILE HOB ALBUQUERQUE

(L) VORTACW 111.0 HOB Chan 47 031° 4.0 NM to Lea Co Rgnl 3660/11E. I-66

RCO 122.2 (ALBUQUERQUE RADIO) HOLLOMAN AFB UTC-7(-6DT) N32°51.15′ W106°06.39′ (HMN)(KHMN) AF (A) 6 SW **ALBUQUERQUE**

TPA—See Remarks NOTAM FILE HMN Not insp. H-4L, L-6F RWY 07-25: H12917X150 (PEM) PCN 56 R/B/W/T HIRL DIAP. AD RWY 07: 0.3% up. RWY 25: PAPI(P2L)-GA 3.0°.

RWY 16-34: H12132X150 (PEM) PCN 58 R/B/W/T HIRL RWY 16: ALSF1, SF, PAPI(P2L)—GA 3.0° TCH 44'. RWY 34: PAPI(P2L)—GA 2.5° TCH 43'. 0.3% up. RWY 04-22: H10576X300 (PEM) PCN 58 R/B/W/T HIRL

RWY 04: 0.3% up. RWY 22: ALSE1, SF, PAPI(P2L)-GA 3.0° TCH 53'.

increase intensity and ACTIVATE twy Igts-CTAF. ACTIVATE MALSR

WEATHER DATA SOURCES: AWOS-3 119.75 (575) 393-8418, LAWRS.

RUNWAY DECLARED DISTANCE INFORMATION RWY 04: TORA-10575

RWY 16: TORA-12132 TODA-12132 RWY 22: TORA-10575

Rwv 03 and ODALS Rwv 21-CTAF.

HOBBS RCO 122.2 (ALBUOUEROUE RADIO)

COMMUNICATIONS: CTAF 120.65

RWY 34: TORA-12132 TODA-12132

ARRESTING GEAR/SYSTEMS

RWY 07 ← BAK-15 CHAG (2276' OVRN) HOOK BAK-12B(B) (1500')

RWY 16 ← BAK-15 (NI) UNK (121' OVRN) ← HOOK BAK-12B (61' OVRN) HOOK BAK-12B(B) (1500') HOOK BAK-12B(B) (1505') HOOK BAK-9 (63' OVRN) → BAK-15 (NI) UNK (123'OVRN) RWY 34 RWY 04 HOOK BAK-12B(B) (1450') HOOK BAK-12B(B) (5287') HOOK BAK-12B(B) (1500') RWY 22

CONTINUED ON NEXT PAGE

HOOK BAK-12B(B) (1617') RWY 25

CONTINUED FROM PRECEDING PAGE

MILITARY SERVICE: LGT Gated thid lgt all rwy. A-GEAR Primary A-Gear engagement is apch end BAK-12B. Rwy 04-22 BAK-12B (mid fld) and Rwy 25 apch BAK 12-B 30 min prior notice. When Rwy 16 in use, departure/landing will

be toward raised BAK-15 on departure end Rwy 16. When Rwy 34 in use, departure/landing will be toward raised BAK-15 on departure end Rwy 34. Rwy 07 apch BAK12 cable only has four tie downs. When winds greater than 35 kts and temps less than 85°F, BAK-15 nets in down position. When winds greater than 35 kts and temps greater than 85°F, BAK-15 nets in up position during T-38 ops. Nets avbl to be raised as req.

more than 7 days prior. Rwy 16-34 clsd to acft over 200' wingspan. PPR good for +/- 30 min PPR time. weight. All acft, exc T38 and Aero Club, are prohibited from completing 180° turns on Rwy 07-25. CAUTION

Mountainous terrain 10 NM east and 20 NM west. Uncontrolled vehicles on movement area. Uncontrolled afld

ops (UAO) in effect during outside published afld hrs. UAO only authorized for flying units listed in HAFBI

13-204, Ctc Comd Post DSN 572-7575, (575) 572-7575 for current UAO status, Portions of arpt not visible from twr. Potential exists for reduced braking performance on apch end Rwy 16, Rwy 22 and Rwy 04 when sfc wet. Exit Rwy 22 on Twy R hold short Twy G. Helicopter arr/dep avoid hover over unprepared surface. 1" depression located 1800' fm Rwy 16 thld, 30' either side rwy centerline for approximately 40'. Pavement markings throughout afId faded and non-reflective. IFC PAT TPA-Overhead 6100(2007)/300 knots. Air Combat Command Reduced same Rwy separation applied to Air Combat Command acft only. 10' tall electric power station and equipment located NE corner of North Ramp payement edge. NS ABTMT Straight-in full stop only Rwy 16-34 after 0300Z‡ and at all times Sat, Sun and holidays. Multi apch authorized Rwy 22. Dep Rwy 25 at all times. Arrival on Rwy 25 and Rwy 34 permission only when Rwy 16 and Rwy 22 not avbl, winds permitting. Aero Club and flight check exam. CSTMS/AG/IMG CSTMS/AG/IMM svc conducted at KHMN by personnel from Port of Entry Santa Teresa NM with 24 hr prior notice. Contact AM Ops DSN 572-5411, C575-572-5411 to coordinate. MISC VFR hold lines located at intersections Rwy 07-25 (4 each), and Rwys Rwy 04-22 (2 each). When IFR condition exist, and/or visibility is less than 2 NM and ceiling is less than 800' all acft and vehicle will hold on Twy D, south of end of rwy location Delta. Existing instrument signage and marking shall be disregarded. Acft given clnc to land or tkf shall disregard hold lines at the intersections during ldg and tkf roll. Land and hold short ops not auth. Wx support and augmented obsn avbl during wing flying hrs. Automated obsn avbl during non-opr Wx hrs and during afld closure. Transient acft last priority on refueling due to refueling mechanical problems, expect delays. Rqr afld signs installed incorrectly and/or missing throughout the afld. No F16 transient support avbl for acft with GE F110 engine due to magnetic chip detector inspection unavailability. NOTE: wind data is accurate. Wx obsn site limited 130°-220° due to bldg; ngt obsn limited due to high ints lgts.Svc unavbl when afld NOTAM clsd. Wx DSN 572-3924/5 C572-3924/5. For standby svc during non-opr hr ctc 25 OWS DSN 228-6674. Std ACC RSRS applied, non-ACC assigned acft rqr written approval. Radar monitoring not avbl all rwy. First 1850' Rwy 34, first 1700' Rwy 16 conc, mid 8581' asph. Rwy 04-22 has 1000X300 conc thld, remaining rwy 8575X300 asph. Rwy 04-22 marked 10,575X150. First 1000' Rwy 25 conc, west of Twy F middle

Coordination of PPR outside of block time by fone is rgr or PPR number will be considered cancelled. ACC quiet hr policy 0530-1300Z‡, standby svc avbl. Heavy acft should expect to land Rwy 22. Heavy acft prohibited from departure or arrival Rwy 07-25. Fighter acft opr on Rwy 07-25 rstd to less than 79,000 lbs maximum gross

svc unmanned other times, standby svc avbl thru Comd Post DSN 572-7575, C575-572-7575. See FLIP AP/1 Supplementary Arpt Remarks, RSTD, PPR, ctc Afld OPS DSN 572-5411/5412, Minimum 24 hr ntc rgr and no

JASU 2(MD-3) 2(MA-1A) 3(MC-1) 1(MC-1A) 1(M32A-60) FUEL J8 FLUID SP LHOX LOX 0-128-133-148-156 SOAP TRAN ALERT Opr 1300-0600Z±. No priority basis. MILITARY REMARKS: Opr Mon-Fri 1300-0700Z‡, Sat-Sun 1300-0600Z‡. APP/DEP, control twr, AM OPS and Tran Alert

(R) DEP CON 128.1 284.0 (Limited 020°-140° byd 15 NM) (Mon-Fri 1300-0700Z±, Sat-Sun 1300-0600Z±), other times ctc RALBUQUERQUE CENTER DEP CON 132.65 257.6 (Mon-Fri 0700-1300Z‡, Sat-Sun 0600-1300Z‡) COMD POST (RAYMOND 14) 381.3 (Have Quick timing avbl. Limited 020°-140° byd 15 NM) **PMSV METRO** 346.55 (Limited 020°-140° byd 15 NM) ARMY AVIATION 229.3 (Limited 020°-140° byd 15 NM) CHEROKEE-MISSION 126.9 305.5

ATIS 273.5 (Limited byd 15 NM 020°-140°) (1300-0300Z‡)

R APP CON 120.6 269.225 (Limited 020°-140° byd 15 NM) (Mon-Fri 1300-0700Z‡, Sat-Sun 1300-0600Z‡), other times ctc (R)ALBUQUERQUE CENTER APP CON 132.65 257.6 (Mon-Fri 0700-1300Z‡, Sat-Sun 0600-1300Z‡) TOWER 119.3 255.9 (Limited 020°-140° byd 15 NM) (Mon-Fri 1300-0700Z‡, Sat-Sun 1300-0600Z‡).

PTN 372 2

at fld. 4120/10E. Unmonitored when Radar

Unmonitored outside published opr hrs. No NOTAM MP Mon 1200-1400Z‡,

75' concrete outer 37.5' weight bearing asphalt. Twy G width 150' weight bearing.

No NOTAM MP Fri 1200-1400Z‡, Glide Slope Thu 1200-1400Z‡.

CLNC DEL 126.7 289.4

RADIO AIDS TO NAVIGATION: NOTAM FILE HMN. Chan 92 HMN (114.5) N32°51.73′ W106°06.55′

A Opr Mon-Fri 1415-2300Z±.

CON 127.05 275.8

COMMUNICATIONS: SFA

ILS 111.7

I-HMN

Approach Control clsd. Unusable 030°-120° byd 30 NM blo 15,000'. No NOTAM MP Tue 1200-1400Z‡. Unmonitored outside published opr hr and when Radar facility not manned. ILS 108.9 I-MUK Rwy 16.

Rwy 22. Glide Slope Wed 1200-1400Z‡.

MIRL

MIRI

LDA-7499

ΙΔΙ

LEA CO (JAL) 3 NE UTC-7(-6DT) N32°07.87' W103°09.29' (E26) B S2 NOTAM FILE ABO

> S-23 MIRI

RWY 19. Trees

S-12 RWY 09-27: H2604X50 (ASPH)

RWY 09: Thid dspicd 40'. Brush. RWY 27: Thid dsplcd 45', P-line.

AIRPORT REMARKS: Unattended. Extensive oil well drilling activity on and invof arpt. +20' pump jack 990' fm thld 50' right of centerline. Rwv 09-27 +4-7' brush 60' fm centerline both sides length of rwv. 5' line of sight not avbl

between Rwv 01-19 and Rwv 09-27 ends. For airframe/powerplant service call 505-396-6719, MIRL Rwv 01-19 preset low ints, to increase ints ACTIVATE-CTAF.

RADIO AIDS TO NAVIGATION: NOTAM FILE INK. WINK (H) VORTACW 112.1 Chan 58 N31°52.49′ W103°14.62′ 005° 16.0 NM to fld. 2860/11E. INK

JEWETT MESA (See APACHE CREEK)

COMMUNICATIONS: CTAF 122.9

RWY 01-19: H4704X60 (ASPH)

RWY N1. P-line

JICARILLA APACHE NATION (See DULCE)

UTC-7(-6DT) N32°17.37′ W106°55.32′ 8 W

LAS CRUCES INTL (LRU)

4456 R S4 FUEL 100LL, JET A1 + OX 1, 3 TPA-5456 (1000) Class IV, ARFF Index A

NOTAM FILE LRU RWY 04-22: H7499X100 (ASPH) S-30, D-30, 2D-30, 2D/2D2-30

RWY 22: VASI(V4L)-GA 3.0° TCH 48'.

RWY 12-30: H7499X100 (CONC-GRVD) S-70. D-120. 2S-152 HIRL 0.3% up NW

RWY 12. RFII RWY 30: MALSR.

RWY 08-26: H6069X100 (ASPH) S-70, D-120, 2S-152

RWY 08: VASI(V2L)-GA 3.0° TCH 55'.

RWY 26: VASI(V2L)-GA 3.0° TCH 41'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04: TORA-7499

TODA-7499 ASDA-7499 RWY NR. TORA-6069 TODA-6069 ASDA-6069 LDA-6069

RWY 12-

TORA-7499 TODA-7499 ASDA-7499 LDA-7499 RWY 22: TORA-7499 TODA-7499 ASDA-7499 LDA-7499

RWY 26: TORA-6069

TODA-6069 ASDA-6069 LDA-6069

RWY 30-TORA-7499 TODA-7499 ASDA-7499 LDA-7499

AIRPORT REMARKS: Attended continuously. Rwy 04-22 CLOSED to acft over 30,000 lbs. Birds on and invof arpt Sep-Mar. Unmanned aerial vehicle training ops on the arpt. PPR 48 hrs for acft with

more than 30 passenger seats, call arpt manager 575-541-2471 or 575-541-2473. Rwy 04-22 not avbl for air carrier ops. Rwy 30

Requirement WEATHER DATA SOURCES: AWOS-3 119.025 (575) 526-4831.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) ALBUQUERQUE CENTER APP/DEP CON 128.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DMN.

DEMING (L) VORTACW 108.6

DMN Chan 23 N32°16.53′ W107°36.33′ 076° 34.8 NM to fld. 4210/12E. HAWKE NDB (LOM) 206 LR N32°13.14′ W106°50.18′ 303° 6.1 NM to fld.

08-26 preset low ints, to increase ints ACTIVATE—CTAF. NOTE: See Special Notices—U.S. Special Customs

ILS/DME 109.3 I-LRU Chan 30 Rwy 30. Class IE. LOM HAWKE NDB.

MM - = 1 ✿ designated calm wind rwy. ACTIVATE MIRL Rwy 04-22, HIRL Rwy 12-30 and MALSR Rwy 30-CTAF. MIRL Rwy

AI RIIOHEROHE

ALBUQUERQUE

H-4K, L-6F

IAP

1_6G

AD

5 NE

280

FUEL 100LL, JET A1 NOTAM FILE LVS 6877 R RWY 14-32: H8198X75 (ASPH) S-20 MIRI

UTC-7(-6DT) N35°39.25' W105°08.54'

RWY 14: 0.6% up. RWY 32: 0.3% down. RWY 02-20: H5004X75 (ASPH) S-20

(LVS)

LAS VEGAS MUNI

RWY 02: NSTD ODALS. PVASI(PSIL)-GA 3.0° TCH 40'.

RWY 20: NSTD ODALS, PVASI(PSIL)-GA 3.5° TCH 55'.

AIRPORT REMARKS: Attended 1500-0000Z‡. If arpt attendant

unavailable call 505-425-7504 (emergency) or 505-425-4866

(pager). Be alert for heavy concentrations of birds on and in

vicinity of arpt. Rwy 02 NSTD ODALS-3 NSTD Igts on extended rwy centerline on less than standard spacing. Rwy 20 NSTD ODALS-3

NSTD Igts on extended rwy centerline on less than standard

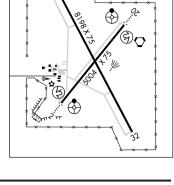
spacing. ACTIVATE MIRL Rwy 14-32 and Rwy 02-20—CTAF. WEATHER DATA SOURCES: ASOS 118.525 (505) 454-4645. HIWAS 117.3 LVS

COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.6 (ALBUQUERQUE RADIO) R ALBUQUERQUE CENTER APP/DEP CON 132.8

AIRSPACE: CLASS E svc 1500-2300Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LVS.

FORT UNION (H) VORTACW 117.3 FTI Chan 120 N35°39 45' W105°08 14' at fld. 6870/13E. 2AWIH



AI RIIOHEROHE

H-4L, 6F, L-8J

ΙΔΡ

DENVER

AI BIIDHFROHF

069° 29 3 NM to fld

H-4K, L-5D

LEA CO (IAL) (See JAL)

LEA CO RGNL

LEA CO-ZIP FRANKLIN MEM (See LOVINGTON)

(See HOBBS)

LINDRITH AIRPARK (E32) 1 SW UTC-7(-6DT) N36°17.48' W107°03.37'

7202 NOTAM FILE ABO

RWY 07-25: 3300X75 (DIRT)

COMMUNICATIONS: CTAF 122.9

RWY 25: Trees.

Rwy 07 end and N rwy edges. Rwy 07 +1' mounds of dirt 250' from thld. Rwy 07-25 soft when wet. Aircraft parking in fenced area at east end of rwy beware of wire gate.

LORDSBURG MUNI (LSB) 1 SE UTC-7(-6DT)FUEL 100LL, JET A

RWY 12-30: H5011X75 (ASPH) MIRI RWY 30: Brush. RWY 12: Road.

RWY 01-19: 3250X50 (DIRT)

RWY 19: P-line. RWY 01: Hill.

AIRPORT REMARKS: Attended 1500-0000Z‡. Rwy 01 thId marked with tires in shape of an arrow. Rwy 19 thId marked

with tires in shape of an arrow. Rwy 01-19 soft when wet and needs periodic rolling and grading. ACTIVATE MIRL

Rwv 12-30-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PRC. SAN SIMON (H) VORTACW 115.4 SSO Chan 101

3600/13E. HIWAS.

NOTAM FILE ABO

AIRPORT REMARKS: Unattended. Beware of windshear Rwy 25. Wildlife and cattle on and invof arpt. Steep drop-offs

N32°20.00' W108°41.50'

N32°16.16′ W109°15.79′

LOS ALAMOS (LAM) 1 E UTC-7(-6DT) N35°52.79' W106°16.17' S4 FIIFI 100LL 7171 R

NOTAM FILE LAM

RWY 09-27: H5550X113 (ASPH-PFC) S-43 MIRL 1.5% up NW RWY NO. Tree

RWY 27: REIL. VASI(V2L)-GA 2.75° TCH 50'. Rgt tfc. AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z‡. For arpt attendant

after hrs and weekends call 505-412-9869. Strong gusty

crosswinds. Radio communication required before entering tfc pattern. VFR ldg tfc remain 5 miles east of the arpt until turning final for Rwy 27 to avoid rstd area south of the arpt. Rwy 09-27

all landings to the West and all take offs to the East. No touch and go landings. Rwy 27 make rgt turn on go-around or missed apch, restricted area adjacent to south side of arpt. Blast barrier

AER 09. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 27-CTAF. WEATHER DATA SOURCES: AWOS-3 124.175 (505) 662-8423. COMMUNICATIONS: CTAF/UNICOM 123.0

ALBUQUERQUE CENTER APP/DEP CON 132.8 RADIO AIDS TO NAVIGATION: NOTAM FILE SAF.

SANTA FE (L) VORTACW 110.6 SAF Chan 43

(E98)

FUEL 100LL

W106°03.90' 321° 22.7 NM to fld. 6263/13E.

DENVER

ΙΔΡ

H-4L, 6F, L-8I

ALBUQUERQUE

ALBUQUERQUE

1-81

LOS LUNAS MID VALLEY AIRPARK

RWY 18-36: H4340X37 (ASPH) S-12.5 LIRI RWY 18: Thid dspied 200'. Road. RWY 36: Thid dapied 535'. Trees.

AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs self service with major credit card. 6' ditch 60' W and

NOTAM FILE ABO

parallel to Rwy 18-36. Acft radio required. +40' unlighted utility pole 120' W of Rwy 18-36 near midpoint. Residental airpark. Uncontrolled vehicle pedestrian tfc on and around afld. Recommended no wind Rwy 36. PPR for glider ops call 505-565-1041. ACTIVATE rotating bcn-CTAF. NSTD LIRL, 2 thId Igts each side of rwy at displacement. ACTIVATE LIRL Rwy 18-36-CTAF.

3 S UTC-7(-6DT) N34°45.59' W106°44.72'

COMMUNICATIONS: CTAF 122.9

LOVINGTON

B S4

RADIO AIDS TO NAVIGATION: NOTAM FILE ABO. ALBUQUERQUE (H) VORTACW 113.2 ABQ Chan 79 N35°02.63′ W106°48.98′ 155° 17 4 NM to fld

5743/13E. HIWAS

LEA CO-ZIP FRANKLIN MEM (EØ6) 3 W UTC-7(-6DT) N32°57.24' W103°24.53'

B NOTAM FILE ABO

RWY 03-21: H6000X75 (ASPH) S-12

RWY 03: PVASI(PSIL)-GA 3.0° TCH 42'. P-line. RWY 21: PVASI(PSIL)-GA 3.0° TCH 42'. Tree.

RWY 12-30: H4409X60 (ASPH) S-12 MIRI

RWY 30: P-line. RWy 12: Fence.

AIRPORT REMARKS: Unattended, Extensive oil well drilling activity on and invof arpt. MIRL Rwy 03-21 and MIRL Rwy 12-30 preset low ints.

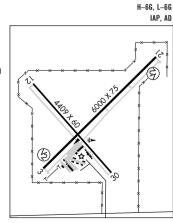
to increase ints ACTIVATE-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

R FORT WORTH CENTER APP/DEP CON 133.1.

RADIO AIDS TO NAVIGATION: NOTAM FILE HOB.

HOBBS (L) VORTACW 111.0 HOB Chan 47

N32°38 29 329° 20.2 NM to fld. 3660/11E. W103°16.16'



MAGDALENA

6727

(N29)

COMMUNICATIONS: CTAF 122 9

RADIO AIDS TO NAVIGATION: NOTAM FILE SAF.

NOTAM FILE ABO RWY 02-20: 5650X50 (DIRT-GRVL) RWY 02: REIL(NSTD). Fence.

3 W

third Sat 2000-2300Z‡ indef. Rwy 02-20 sfc treated with flyash, firm but dusty with some large rocks. Rwy 02-20 edge lgtg retro-reflective. Rwy 02 and Rwy 20 NSTD REIL each end. 2 strobes at rwy ends flash alternately with single strobes 200' from rwy end on centerline, ACTIVATE-122.9. COMMUNICATIONS: CTAF 122 9 MAXWELL N36°42.04′ W104°32.38′ NOTAM FILE RTN. DENVER NDB (MHW) 284 MXR 026° 3.1 NM to Raton Muni/Crews Fld. Unmonitored 0000-1400Z±. L-15A MID VALLEY AIRPARK (See LOS LUNAS) MORIARTY UTC-7(-6DT) N34°58.94′ W106°00.30′ 2 SF **ALBUQUERQUE** FUEL 100LL, JET A TPA-7199(1000) NOTAM FILE ABQ 6199 S4 H-4L, 6F, L-8I B RWY 08-26: H7700X75 (ASPH) MIRL RWY 08: REIL. RWY 26: REIL. AIRPORT REMARKS: Attended 1500-0300Z±. For Jet A after hours and holidays call 505-832-2222, 100LL avbl 24

hrs self service with major credit card. For emerg repairs call 505-269-8234. Extensive glider activity.

WEATHER DATA SOURCES: AWOS-3 118.05 (505) 832-9379. Plus precipitation and thunderstorm.

AIRPORT REMARKS: Unattended. Private dirt airstrip 600' west of aprt. Small arms fire W arpt sfc 2000' AGL first and

UTC-7(-6DT) N34°05.67′ W107°17.87′

RWY 20: REIL(NSTD).

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SANTA FE (L) VORTACW 110.6 SAF Chan 43 N35°32.45′ W106°03.90′ 162° 34.0 NM to fld. 6263/13E. MOSQUERO EMERGENCY SERVICES HELIPORT (NO1) 0 N UTC-7(-6DT) AI BIIDHFROHF N35°46.95' W103°57.48' 5590 B NOTAM FILE ABO HELIPAD HI: H65X65 (CONC) PERIMETER LGTS HELIPORT REMARKS: Unattended, 35' p-lines marked 367' SW of H1 pad, ACTIVATE rotating bcn—CTAF, ACTIVATE perimeter Igts and windsock Igts-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 MOUNTAINAIR MUNI (M1Ø) 2 NE UTC-7(-6DT) N34°32.00′ W106°13.43′ ALBUQUERQUE NOTAM FILE ABO RWY 08-26: 2578X50 (DIRT) RWY 08: Road AIRPORT REMARKS: Unattended. Rwy 08-26 soft, unusable when wet; 2'-4' berms on edges. Infrequent maintenance,

may be hazardous; recommend visual inspection prior to using. Scattered trees and brush along rwy sides are primary sfc obstructions. COMMUNICATIONS: CTAF 122.9 ΝΑΛΑΙΟ ΠΑΜ NAVAJO LAKE (1VØ) 3 NE UTC-7(-6DT) N36°48.50' W107°39.09' DENVER 6475 NOTAM FILE ABO 1_81 RWY 06-24: H4995X60 (ASPH) S-12 AIRPORT REMARKS: Unattended. Arpt CLOSED at night. Arpt CLOSED during winter months. Livestock on arpt. No snow removal, PPR when snow or ice on rwy call 505-244-1788 extension 111. Gate always locked, combination set to fld elevation. Rwy 06-24 retro-reflective thid markers. COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE DRO. DURANGO (L) VORW/DME 108.2 DRO Chan 19 N37°09.20' W107°44.98' 153° 21.2 NM to fld. 6660/14E.

AI RIIOIIFROIIF

ALBUQUERQUE

ALBUQUERQUE

H-6G. L-6G

L-4G. L-81

L-6F

ΙΔΡ

DENVER

DENVER

H-4L. 5A. L-8J

NEW MEXICO

NAVAJO LAKE

OKAY OWINGEH (See ESPANOLA)

PINON N32°31.75′ W105°18.32′

Rwv 08-26-CTAF

NDB (MHW) 407

QUESTA MUNI NR 2

17-35-123.6.

NOTAM FILE ABO.

7205 B NOTAM FILE ABQ

COMMUNICATIONS: CTAF/UNICOM 122.8 R CANNON APP/DEP CON 121.05 CANNON CLNC DEL 119.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FTW. TEXICO (H) VORTACW 112 2

OTTO N35°04.34′ W105°56.16′ NOTAM FILE ABO. (L) VORW 114.0 OTO 200° 6.2 NM to Moriarty.

(See NAVAJO DAM)

NOTAM FILE ABO.

159° 34.4 NM to Dell City Muni, TX. 6580/12E.

4 SW UTC-7(-6DT) N34°08.73' W103°24.62'

(L) VORW/DME 110.4 PIO Chan 41

PORTALES MIINI (PRZ)

FUEL 100LL, JET A NOTAM FILE ABO 0.6% up S

RWY 01-19: H5700X60 (ASPH) MIRL RWY 19: PVASI(PSIL)-GA 3.5° TCH 40'.

RWY 08-26: H4560X60 (ASPH) MIRI

WEATHER DATA SOURCES: AWOS-3 118.175 (575) 478-2864.

TXO

W102°50.38' 223° 35.3 NM to fld. 4060/11E.

RWY 26: PVASI(PSIL)—GA 3.0° TCH 48'. P-line.

hrs, Sat and Sun call 505-760-4312 or 505-714-3797. MIRL Rwy 01-19 preset low ints: to increase ints and ACTIVATE MIRL

AIRPORT REMARKS: Attended 1400-2300Z‡. For arpt attendant after

Chan 59

PRZ N34°09.08′ W103°24.37′

N34°29 71

(C54) 8 E UTC-7(-6DT) N34°18.94′ W108°18.59′

(N24) 6 N UTC-7(-6DT) N36°48.02' W105°35.85'

at fld.

039° 18.8 NM to fld. 7860/13E.

QUEMADO CATRON CO HELIPORT

HELIPAD H1: H65X65 (CONC) HELIPORT REMARKS: Unattended, Elk invof ldg area, ACTIVATE perimeter lgts Helipad H1—CTAF, COMMUNICATIONS: CTAF/UNICOM 122.8

7700 B NOTAM FILE ABO RWY 17-35: H6861X75 (ASPH) S-12.5 MIRI

AIRPORT REMARKS: Unattended. Elk on and invof arpt. Rwy 17 preferred calm wind rwy. For access on and off airfield

ctc village office at 575-586-0694 or gate code 7670. Windsock Igts OTS indef. ACTIVATE MIRL Rwy

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE SKX. TAOS (L) VORTAC 117.6 TAS Chan 123 N36°36.53'W105°54.38'

RATON MUNI/CREWS FLD (RTN) 10 SW UTC-7(-6DT) N36°44.49' W104°30.13' FUEL 100LL, JET A1 + NOTAM FILE RTN 6352 R S2 RWY 02-20: H6328X75 (ASPH-PFC) S_18 MIRL 0.3% up NE

Chan 111 N36°29.48'

RWY 02: PVASI(PSIL)-GA 3.0° TCH 25'. RWY 07-25: H4404X75 (ASPH-PFC) S-12 MIRL 0.7% W

W104°52.32' 037° 23.3 NM to fld. 6550/13E. HIWAS. MAXWELL NDB (MHW) 284 MXR N36°42.04′ W104°32.38′ 026° 3.1 NM to fld. Unmonitored 0000-1400Z‡.

increase intensity ACTIVATE-CTAF. After 0600Z‡

WEATHER DATA SOURCES: ASOS 118.375 (505) 445-9207.

ACTIVATE—CTAE

COMMUNICATIONS: CTAF/UNICOM 122.8 R ALBUQUERQUE CENTER APP/DEP CON 132.8 RADIO AIDS TO NAVIGATION: NOTAM FILE RTN. CIMARRON (H) VORTAC 116.4 CIM

AIRPORT REMARKS: Attended 1400-0000Z‡. Elk on and invof arpt. MIRL

Rwys 02-20 and 07-25 preset low intensity dusk-0600Z±, to

DENVER

DENVER H-4K. L-81

DENVER

ALBUQUERQUE

L-5D

IAP

H-6F. L-15A

RATTLESNAKE N36°44.90′ W108°05.93′ NOTAM FILE FMN. (H) VORTACW 115.3 RSK

Chan 100 252° 6.3 NM to Four Corners Rgnl. 5823/14E. HIWAS.

RED RIVER HELIPORT (NO2) 0 W UTC-7(-6DT) N36°42.59' W105°25.14'

B NOTAM FILE ABO HELIPAD H1: H55X55 (CONC) PERIMETER LGTS HELIPORT REMARKS: Unattended. Gate code for access heliport-C8617X. 493' to 2,675' terrain in all directions

1,320 to 5,280 fm H1 pad, 353' p-lines 2,434' NE of H1 pad. ACTIVATE rotating bcn—CTAF. ACTIVATE perimeter lgts and windsock-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 RESERVE (T16) 5 SW UTC-7(-6DT) N33°41.65' W108°50.97'

В

RWY 06-24: H4800X50 (ASPH) S-12.5 RWY 24: PVASI(PSIL)-GA 4.0° TCH 40'. Trees. RWY 06: Tree.

NOTAM FILE ABO

AIRPORT REMARKS: Unattended. Elk on and invof arpt. Rwy 06-24 gradient 2% up W. Obstruction Igts located on mountain peaks opr dusk-dawn. Obstruction Igts on mountain peaks OTS indef.

ACTIVATE MIRL Rwy 06-24-CTAF. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SJN. ST. JOHNS (H) VORTAC 112.3 SJN Chan 70 N34°25.44'

W109°08.61' 149° 45.8 NM to fld. 6840/12E.

71

9999

9 X 100

(P)

~35

ص

ROSWELL INTL AIR CENTER (ROW) 3 S UTC-7(-6DT) N33°18.09' W104°31.83'

S2 FUEL 100LL, JET A, A1 + OX 2 ARFF Index—See Remarks 3671 R NOTAM FILE ROW RWY 03-21: H13001X150 (ASPH-CONC) S-100, D-200, 2S-175, 2D-400 MIRL (NSTD)

RWY 03: VASI(V6L)-GA 3.0° TCH 50'. Rgt tfc. 0.3% down. RWY 21: MALSR, 0.3% up.

RWY 17-35: H9999X100 (ASPH-GRVD) S-77, D-104, 2S-132, 2D-165 MIRL

RWY 17: VASI(V4L)-GA 3.0° TCH 50'. Rgt tfc.

RWY 35: PAPI(P4L)—GA 3.0° TCH 50'.

RWY 12-30: H7425X200 (ASPH-CONC) S-40, D-60, 2S-76, 2D-120

RWY 12: Rgt tfc. RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-13001 TODA-13001 ASDA-13001 LDA-13001

RWY 12: TORA-7425 TODA-7425 ASDA-7425 LDA-7425 RWY 17: TORA-9999 TODA-9999 ASDA-9999 LDA-9999 RWY 21: TORA-13001 TODA-13001 ASDA-13001 LDA-13001

RWY 30: TORA-7425 TODA-7425 ASDA-7425 LDA-7425 RWY 35: TORA-9999 TODA-9999 ASDA-9999 LDA-9999 AIRPORT REMARKS: Attended 1300-0400Z±. For attendant after hrs call

575-347-2054 or 575-626-3697. For fuel after hrs call

575-347-2054, Rwy 12-30 CLOSED indef. Be alert for birds on and invof arpt. Class I, ARFF Index A. PPR avbl for air carrier ops with more than 30 passenger seats. Call arpt manager 505-347-5703 or 505-626-1827, 2 hours notice required. ARFF Index B avbl. To exit ramp/FBO area after hrs use Igtd pedestrian gate W side of terminal. To enter gate call 575-626-1827, Rwy 12-30 payement spalling, vegetation in cracks and longitudenal cracking. ASPH ramp clsd to large skid mounted helicopters. Helicopter parking on general aviation ramp at west end of terminal building. Rwy 03-21 center 100' CONC, 100' ASPH either side, Twy S non-movement area, Rwy 03-21 NSTD MIRL, MIRL located 75' from rwy edges, Rwy 03-21 MIRL avbl on med ints only when tower clsd. ACTIVATE MIRL Rwy 17-35 and MALSR Rwy 21-CTAF. PAPI Rwv 35, VASI Rwv 03 and Rwv 17 opr continuously, U.S. Customs user fee arpt.

WEATHER DATA SOURCES: ASOS (575) 347-0040.

COMMUNICATIONS: CTAF 118.5 ATIS 128.45 UNICOM 122.95

RCO 122.45 (ALBUOUEROUE RADIO)

R APP/DEP CON 119.6 (1300-0400Z‡) (East of V291) 120.35 (West of V291) R ALBUQUERQUE CENTER APP/DEP CON 132.65 (0400-1300Z‡)

TOWER 118.5 (1300-0400Z±) GND CON 121.9 CINC DEL 132 875

AIRSPACE: CLASS D svc 1300-0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ROW.

CHISUM (H) VORTACW 116.1 CME Chan 108 N33°20.25′ W104°37.28′ 103° 5.0 NM to fld. 3772/12E.

HIWAS.

TOPAN NDB (LOM) 305 RO N33°21.92′ W104°26.53′ 219° 5.9 NM to fld.

ILS/DME 109.9 I-ROW Chan 36

Rwv 21. Class IT. LOM TOPAN NDB Certified for Category II

Unmonitored when twr clsd.

RUIDOSO N33°27.70′ W105°31.55′ RCO 122.25 (ALBUOUEROUE RADIO) ALBUQUERQUE

AI RIIOHEROHE

☆

H-6F I-6G

IAP. AD

Å3

L-6F

RIIINNSN

SIERRA BLANCA RGNL (SRR) 15 NE UTC-7(-6DT) N33°27.77′ W105°32.09′

6814 B S7 FUEL 100LL, JET A OX 3 Class II, ARFF Index A NOTAM FILE SRR RWY 06-24: H8099X100 (ASPH-PFC) S-60, D-115

RWY 06: VASI(V2L)-GA 2.5°. 0.7% down.

RWY 24: PVASI(PSIL)—GA 2.5°. 0.8% up.

RWY 12-30: H6500X75 (ASPH) S-12 5 MIRI

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TODA-8099 TORA-8099 ASDA-8099

RWY 12: TODA-6500 TORA-6500 ASDA-6500

RWY 24: TODA-8099 TORA-8099 ASDA-8099

RWY 30: TODA-6500 TORA-6500 ASDA-6500 LDA-6500

AIRPORT REMARKS: Attended continuously. For fuel 0400-1300Z‡ call 575-973-0074. CLOSED to air carriers using acft with more than 30 passenger seats except 24 hrs PPR ctc arpt manager 575-336-8111. Rwy 12-30 not avbl for air carrier ops with more

than 30 passenger seats, ACTIVATE MIRL Rwy 06-24 and Rwy 12-30-CTAF.

WEATHER DATA SOURCES: AWOS-3 126.475 (575) 336-8455.

COMMUNICATIONS: CTAF/UNICOM 122.8 RUIDOSO RCO 122.25 (ALBUOUEROUE RADIO)

ALBUQUERQUE CENTER APP/DEP CON 132.65

RADIO AIDS TO NAVIGATION: NOTAM FILE ROW. CHISUM (H) VORTACW 116.1 CME Chan 108 N33°20.25' W104°37.28'

2AWIH CAPITAN NDB (MHW) 278 CEP N33°29.39' W105°24.26' 246° 6.7 NM to fld. NOTAM FILE SRR. NDB

unusable bvd 25 NM blo 14.500'.

ILS/DME 110.7 I-SRR Chan 44 Rwy 24. Class IE. LOC unusable byd 25 degrees rgt of course. ILS unmonitored.

N35°37.03' W106°05.37'

I DA-8099

SANDIA AIRPARK ESTATES EAST

SANTA FE MUNI

S6 FUEL 100LL, JET A1, A1 + OX 1, 2, 3, 4 TPA—See Remarks Class I, ARFF Index A NOTAM FILE SAF

9 SW UTC-7(-6DT)

(See EDGEWOOD)

RWY 02-20: H8342X150 (ASPH-PFC) S-48, D-65, 2S-83, 2D-105

RWY 02: VASI(V4L)-GA 3.0°TCH 54. Hill. 0.9% up. RWY 20: REIL. VASI(V4L)-GA 3.0°TCH 54'. 0.9% down.

RWY 15-33: H6307X100 (ASPH-GRVD) S-48, D-65, 2D-105

MIRL 0.7% up NW RWY 15: REIL PVASI(PSIL)-GA 3.0° TCH 33'.

(SAF)

RWY 33: REIL. VASI(V4R)-GA 3.0°TCH 62'.

RWY 10-28: H6300X75 (ASPH-PFC) S-30 0.3% up SE

RWY 28. Road AIRPORT REMARKS: Attended 1300-0500Z‡. For svc after hours call

505-471-2525/2700. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager at 505-955-2900.

Dogs and wildlife activity on and invof arpt. Rotary wing TPA-7000 (652). Rwy 33 VASI OTS indef. When twr clsd MIRL

Rwy 02-20 preset low ints to increase ints and ACTIVATE MIRL Rwv 15-33-CTAF. WEATHER DATA SOURCES: ASOS (505) 474-3117.

ATIS 128 55

RCO 122.2 (ALBUQUERQUE RADIO)

(R) ALBUQUERQUE CENTER APP/DEP CON 132.8 GND CON 121.7

TOWER 119.5 (1400-0400Z±)

COMMUNICATIONS: CTAF 119.5

AIRSPACE: CLASS D svc 1400-0400Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAF. (L) VORTACW 110.6 SAF Chan 43 N35°32.45′ W106°03.90′

VORTAC unusable 015°-030° beyond 30 NM below 14,600'

DOMAN NDB (LOM) 341 SG N35°33.32′ W106°08.41′ 022° 4.5 NM to fld. Unmonitored.

IINICOM 122 95

IIS/DMF 111 7 I-SGB Chan 54 Rwy 02. Class IE. LOM DOMAN NDB. Unmonitored when twr clsd. LOM unmonitored.

SW. 23 SEP 2010 to 18 NOV 2010

IAP

332° 4.7 NM to fld. 6263/13E.

268° 46.5 NM to fld. 3772/12E.

AI RIIOHEROHE

H-4L, 6F, L-6F

ALBUQUERQUE H-4L, 6F, L-8I

IAP. AD

SANTA ROSA ROUTE 66 (SXU) 3 E UTC-7(-6DT) N34°56.14′ W104°38.55′

AIRPORT REMARKS: Unattended, Fuel avbl 24 hrs with major credit card, Wildlife on and invof arpt, Gate access code

4492. Emerg phone Santa Rosa Police Department 505-472-3605. MIRL Rwy 01-19 and Rwy 08-26 preset med ints 1300-0500Z‡, to incr ints ACTIVATE-CTAF. After 0500Z‡ ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.1 (575) 472-9943.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ABO.

ANTON CHICO (H) VORTAC 117.8 ACH Chan 125 N35°06.70' W105°02.40'

S-20

FUEL 100LL, JET A1+

RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Railroad.

WEATHER DATA SOURCES: AWOS-A 122,725 (617) 262-3825.

(5V5)

SILVER CITY N32°38.26′ W108°09.66′ NOTAM FILE SVC.

Chan 45

FIP

DONA ANA CO AT SANTA TERESA (5T6)

COMMUNICATIONS: CTAF/AUNICOM 122 725 ALBUQUERQUE CENTER APP/DEP CON 128.2 RADIO AIDS TO NAVIGATION: NOTAM FILE ELP. EL PASO (H) VORTACW 115.2

RWY 10-28: H8500X100 (ASPH)

med ints only dusk-dawn.

SANTA TERESA

B **S4**

SHIPROCK AIRSTRIP

5270 NOTAM FILE ABO RWY 02-20: H4840X75 (ASPH) RWY N2. P-line

COMMUNICATIONS: CTAF 122.9

5823/14E. HIWAS.

(L) VORTAC 110.8 SVC

RADIO AIDS TO NAVIGATION. NOTAM FILE EMN

RCO 122.1R 110.8T (ALBUQUERQUE RADIO)

SIERRA BLANCA RGNL (See RUIDOSO)

MIRI

6'. Road.

4 NW UTC-7(-6DT)

AIRPORT REMARKS: Attended 1330-0100Z‡. U.S. Customs user fee arpt. Parachute Jumping. MIRL Rwy 10-28 preset

Chan 99 N31°48.95' W106°16.91'

5 S UTC-7(-6DT) N36°41.87' W108°42.07'

AIRPORT REMARKS: Unattended. Shallow drainage ditch entire length NW side of rwy. Arpt access gate code 5248.

RATTLESNAKE (H) VORTACW 115.3 RSK Chan 100 N36°44.90′ W108°05.93′ 250° 29.2 NM to fld.

at Grant Co. 5423/13E.

SW. 23 SEP 2010 to 18 NOV 2010

OX 1, 2, 3, 4 LRA NOTAM FILE ABO

N31°52.86′ W106°42.29′

RWY 28: REIL.PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc.

106° 22.2 NM to fld. 5450/12E.

268° 22.0 NM to fld. 4020/12E.

AI RIIDIIFROIIF

H-6F. L-15A

EL PASO

DENVER L-8H

ALBUQUERQUE

L-5D

H-4L, L-6F

287

RWY 26: PVASI(PSIL)—GA 3.85° TCH 27'. Thid dsplcd 118'. Road. RWY 08: Brush.

RWY 01: Trees.	RWY 19:	PVASI(PSIL)	—GA 3.0°	TCH 26
RWY 08-26: H4294X60	(ASPH)	S-11.5	MIRL	

- FUEL 100LL, JET A NOTAM FILE ABO 4792 B RWY 01-19: H5013X75(ASPH) S-12.5 MIRL

SILVER CITY GRANT CO

(SVC) 10 SE UTC-7(-6DT) N32°38.19' W108°09.38' 5446 B FUEL 100LL, JET A1 Class III, ARFF Index A NOTAM FILE SVC RWY 08-26: H6802X100 (ASPH) S-75, D-100, 2S-127 MIRL

AI RIIOHEROHE H-4K, L-5D

IAP

DENVER

H-4K, L-5D

RWY 08: REIL. PAPI(P4L)-GA 3.0° TCH 44'. RWY 26: MALS, PAPI(P4L)-GA 3.0° TCH 45'.

RWY 17-35: 5473X75 (DIRT) 1.1% up N

RWY 17: Thid dsplcd 109'. Fence. RWY 35. P-line

RWY 12-30: 4675X75 (DIRT) 1.1% up NW

RWY 12: Fence. RWY 30: Tower.

RWY 03-21: 4537X80 (DIRT) 0.6% up NE

RWY 03: Pole. RWY 21: Fence.

AIRPORT REMARKS: Attended 1500-0000Z±. For fuel after hours call 888-723-5946. Self-service 100LL also avbl at FBO 24 hrs. Acft

may be parked near Rwy 17. Cattle and wildlife on and invof arpt. 5490' MSL cranes located east of Rwy 26 thid. Rwy 17 dsplcd thid marked by tires in "L" pattern, MIRL Rwy 08-26 preset low

ints dusk-dawn, ACTIVATE MIRL Rwv 08-26 and MALS Rwv 26—CTAF

WEATHER DATA SOURCES: AWOS-3 126.725 (575) 388-5947.

COMMUNICATIONS: CTAF/UNICOM 122.8 SILVER CITY RCO 122.1R 110.8T (ALBUQUERQUE RADIO)

R ALBUQUERQUE CENTER APP/DEP CON 134.45

RADIO AIDS TO NAVIGATION: NOTAM FILE SVC.

SILVER CITY (L) VORTAC 110.8 SVC Chan 45 N32°38.26′ W108°09.66′ at fld. 5423/13E.

COZEY NDB (LOM) 251 SV N32°37.92′ W108°03.80′ 261° 4.7 NM to fld.

ILS/DME 111.7 I-SVC Chan 54 Rwy 26. LOM COZEY NDB. LOC only. LOC unmonitored.

COMM/NAV/WEATHER REMARKS: AWOS-3 ceiling unreliable.

WHISKEY CREEK (94E) 4 E UTC-7(-6DT) N32°45.72′ W108°12.50′

6126 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE ABQ

RWY 17-35: H5400X50 (ASPH) LIRL (NSTD) RWY 35: REIL. Brush

AIRPORT REMARKS: Attended Mon-Fri 1500-0000Z‡. Rwy 17-35 CLOSED to acft over 8,000 lbs. Ditch on east side of rwy 18' from edge and 2' lower. Drop off at Rwy 17 end 18' from end of pavement. Rwy 35 REIL single

non-standard light. Rwy 17-35 NSTD LIRL, non-frangible posts with reflectors. For LIRL Rwy 17-35 key-123.0

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE SVC.

SILVER CITY (L) VORTAC 110.8 SVC Chan 45 N32°38.26′ W108°09.66′ 329° 7.8 NM to fld. 5423/13E.

SOCORRO MUNI (ONM) UTC-7(-6DT) N34°01.35′ W106°54.19′ 3 S 4875 B FUEL 100LL NOTAM FILE ABO

RWY 15-33: H5841X100 (ASPH) S-50, D-75, 2S-95 RWY 15: VASI(V2L)-GA 4.0° TCH 25'. Thid dspicd 186'.

RWY 33: VASI(V2L)-GA 4.0° TCH 26'. Thid dspicd 182'.

RWY 06-24: H4590X60 (ASPH) MIRL 1.8% up W

RWY 06: Ground. AIRPORT REMARKS: Unattended. For fuel or emergency call

575-838-6357. VASI Rwy 15 OTS indef. VASI Rwy 33 OTS indef.

MIRL Rwy 15-33 preset low ints, to increase ints and ACTIVATE MIRL Rwy 06-24 and VASI Rwy 15 and Rwy 33-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (575) 838-3993.

COMMUNICATIONS: CTAF/UNICOM 122.8

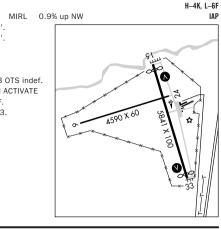
RCO 122.1R 116.8T (ALBUOUEROUE RADIO)

ALBUQUERQUE CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE ABQ.

(H) VORTAC 116.8 ONM Chan 115 N34°20.33'

W106°49.23' 179° 19.4 NM to fld. 4910/13E



AI RIIOHEROHE

DENVER

SPRINGER MUNI (S42) UTC-7(-6DT) N36°19.62′ W104°37.18′ 1 S S-14.5

MIRL

R NOTAM FILE ABO

RWY 01-19: H5000X60 (ASPH)

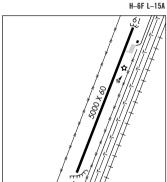
RWY 01. Hill

AIRPORT REMARKS: Unattended, Rwy arpt road gates locked, for entry and exit call 575-483-2321 extension 217 before arrival. No phone on arpt. Rwy 19 3'-10' drop off 30' from rwy edge west side first 300' from thld. Rotating bcn OTS indef. Windsock OTS indef. Rwy 01-19 MIRL OTS indef. MIRL Rwy 01-19 preset low ints, to increase ints ACTIVATE-122.8.

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE RTN.

CIMARRON (H) VORTAC 116.4 CIM Chan 111 N36°29.48'

W104°52.32' 116° 15.7 NM to fld. 6550/13E. HIWAS.



TAOS RGNL (SKX) 8 NW UTC-7(-6DT) N36°27.49′ W105°40.35′ 7095 FUEL 100LL, JET A1 + NOTAM FILE SKX R

RWY 04-22: H5803X75 (ASPH-PFC) S-24 MIRL 0.8% up NE

RWY 04: REIL. PAPI(P2L). RWY 22: PAPI(P2L)-GA 3.5° TCH 30'.

AIRPORT REMARKS: Attended 1500-0000Z‡. For fuel after hrs call

575-741-0800. Avoid overflight of Taos Pueblo World Heritage site 5 NM E of arpt. Rwy 04-22 parallel twy has retro-reflectors. ACTIVATE MIRL Rwy 04-22-CTAF.

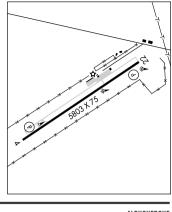
N36°36.53′ W105°54.38′

WEATHER DATA SOURCES: AWOS-3 132.975 (575) 758-5663. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.25 (ALBUQUERQUE RADIO) RCO 122.1R 117.6T (ALBUQUERQUE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE SKX. Chan 123

(L) VORTAC 117.6 TAS 116° 14.5 NM to fld. 7860/13E.



DENVER

ΙΔΡ

L-6G

IAP

ALBUQUERQUE H-4K, L-6E

H-4L, 6F, L-8J

TOPAN N33°21 92′ W104°26 53′ NOTAM FILE ROW NDB (LOM) 305 RO 219° 5.9 NM to Roswell Intl Air Center.

TRUTH OR CONSEQUENCES MUNI (TCS) 6 N UTC-7(-6DT) 4853 B S2 FUEL 100LL, JET A1 + NOTAM FILE TCS

RWY 13-31: H7200X75 (ASPH) S-12.5 MIRL 0.8% up NW RWY 13: PAPI(P2L)-GA 3.0° TCH 31'.

RWY 31: PAPI(P2L)-GA 3.0° TCH 31'. Fence.

RWY 11-29: 7108X150 (GRVL)

RWY 11: Brush. RWY 01-19: 3301X130 (GRVL)

RWY 19: Road.

RWY 15-33: 2900X140 (GRVL)

RWY 15: Road. RWY 33: Acft.

RWY 07-25: 2932X130 (GRVL)

RWY 25: Road.

AIRPORT REMARKS: Attended 1400-0000Z‡. For fuel after hours call 575-894-6199. Traffic on other rwys may not be visible due to

brush. Sharp drop-offs approach end Rwy 07 and Rwy 01. Ultralight ops 5 NM of arpt. Rwy 01-19 surface is rough containing large rocks. PAPI Rwy 13 OTS indef. PAPI Rwy 31 OTS

indef. ACTIVATE MIRL Rwy 13-31-CTAF. WEATHER DATA SOURCES: ASOS 120.675 (575) 894-2909. HIWAS 112.7

COMMUNICATIONS: CTAF/UNICOM 122.8

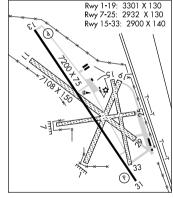
RCO 122.2 (ALBUOUEROUE RADIO) R ALBUQUERQUE CENTER APP/DEP CON 128.2

RADIO AIDS TO NAVIGATION: NOTAM FILE TCS. (H) VORTACW 112.7 TCS Chan 74 N33°16.95' W107°16.83'

AIRSPACE: CLASS E svc Mon-Fri 1500-2300Z‡ other times CLASS G.

AI BIIOHFROHF

N33°14.22′ W107°16.31′



158° 2.8 NM to fld. 4905/13E. HIWAS.

TUCUMCARI MUNI (TCC) 6 E UTC-7(-6DT) N35°10.97' W103°36.19' 4065 R FUEL 100LL, JET A NOTAM FILE TCC RWY 03-21: H7102X100 (ASPH) S-25 MIRI

H-6G. L-15A

AI RIIOHEROHE

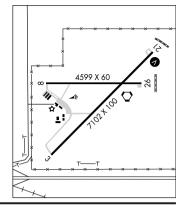
ΙΔΡ

RWY 08-26: H4599X60 (ASPH) S-12 MIRL RWY 08: Road. AIRPORT REMARKS: Attended 1400-0000Z±. After 0500Z± ACTIVATE MIRL Rwy 3-21 and Rwy 8-26-CTAF. ACTIVATE VASI

Rwy 21-CTAF. WEATHER DATA SOURCES: ASOS 119.275 (575) 461-4940. HIWAS 113.6 TCC.

COMMUNICATIONS: CTAF/UNICOM 122.95 RCO 122.35 (ALBUOUEROUE RADIO) ALBUQUERQUE CENTER APP/DEP CON 126.85 AIRSPACE: CLASS E svc 1500-2300Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE TCC. (H) VORTACW 113.6 TCC Chan 83 N35°10.93'

RWY 21: VASI(V4L)-GA 3.0° TCH 52'.



VAUGHN MUNI (N17) UTC-7(-6DT) N34°36.27' W105°11.51' 1 NF 5928 B NOTAM FILE ABO S = 12.5

RWY 09-27: H5150X60 (ASPH) RWY 27: SSALF Rgt tfc. RWY 09: SSALF Pole.

W103°35.91' at fld. 4070/12E.

AIRPORT REMARKS: Unattended. Gate lock combination is arpt elevation. Rwy 09-27 edge lighting retro-reflective. Rwy 09 and Rwy 27 SSALF OTS indef. NOTE: See Special Notices—Aerobatic Practice Area.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ABO.

CORONA (H) VORTAC 115.5 CNX Chan 102

046° 28.0 NM to fld. 6411/13E.

WHISKEY CREEK (See SILVER CITY)

ZUNI PUEBLO BLACK ROCK (ZUN) 3 NE UTC-7(-6DT) N35°04.99' W108°47.51'

В NOTAM FILE ABQ RWY 06-24: H4807X50 (ASPH) LIRL 0.3% up NE

RWY 24: Trees

AIRPORT REMARKS: Unattended, Pedestrians and uncontrolled vehicular tfc crossing rwy. Large bumps at 1500' from East end of Rwy 24.

Rotating bcn OTS indef. WEATHER DATA SOURCES: HIWAS 113.4 ZUN.

COMMUNICATIONS: CTAF 122.9

ZUNI RCO 122.05 (ALBUOUEROUE RADIO)

(R) ALBUQUERQUE CENTER APP/DEP CON 124.325

RADIO AIDS TO NAVIGATION: NOTAM FILE ABO.

ZUNI (H) VORTACW 113.4 ZUN Chan 81

N34°57 95' W109°09.27' 054° 19.2 NM to fld. 6550/14E. Unmonitored. **RAWIH**

AI BUQUERQUE H-4L, 6F, L-6G

ΙΔΡ Residential Area Disposa Mobile Disposal

ZUNI N34°57.95′ W109°09.27′ NOTAM FILE ABQ. PHOENIX

AI BUQUERQUE L-8H

(H) VORTACW 113.4 ZUN Chan 81 054° 19.2 NM to Black Rock. 6550/14E. Unmonitored. HIWAS. H-4K, L-8H RCO 122.05 (ALBUOUEROUE RADIO)

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2010 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

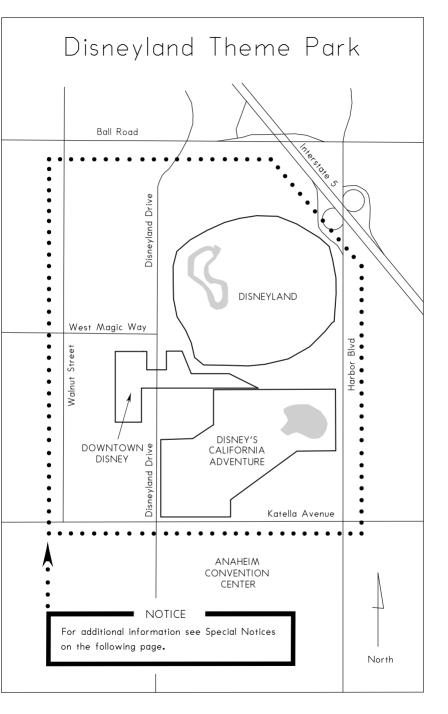
During calendar year 2010, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2010 aerial demonstration locations, subject to change without notice, are:

1	DATE:		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
	September	25-26		MCAS Kaneohe		
			McConnell AFB, KS	Bay, HI	'	Chico, CA
(October	1-3		MCAS Miramar, CA		MCAS Miramar, CA
		2-3	Salinas, CA		MCAS Miramar, CA	
		2-3		T	Jackson, MS	
		9-10	Little Rock AFB, AR	San Francisco, CA	Little Rock, AFB, AR	Daytona Beach, FL
ı		16-17	El Paso, TX	Dobbins AFB, GA	El Paso, TX	Atlanta, GA
. L		23-24		NAS Jacksonville,		
			Houston, TX	FL	Washington, DC	
Г		30-31		Ft Worth Alliance,	Ft Worth Alliance,	
			Cocoa Beach, FL	TX	TX	
Г					,	
	November	6-7	Lackland AFB, TX	Homestead ARB, FL	Lackland AFB, TX	
		6-7			Homestead ARB, FL	
		11-14			Ft Bragg, NC	
Г		12-13		NAS Pensacola, FL		
		13-14	Nellis AFB, NV			

Note: Dates and locations are scheduled "show dates" only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.



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SPECIAL NOTICES

DISNEYLAND THEME PARK NOTICE

Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3,000 feet AGL within

a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles). This restriction does not apply to: (A) those aircraft authorized by ATC for operational or safety

purposes, including aircraft arriving or departing from an airport using standard air traffic procedures; (B) Department of Defense, law enforcement, or aeromedical flight operations that are in contact with ATC: Those who meet any of the following criteria may apply for a waiver to these restrictions: (A) for operational purposes of the venue, including the

RADAR HAZARD **BEALE AFB (KBAB)** Avoid flight below 6000' MSL within 1 NM of PAVE PAWS radar site located at Beale TACAN 072° radial, 4.2 DME (N39.13°

transportation of equipment or officials of the governing body; (b) for safety and security purposes of the venue,

W121.35°) to prevent hazard to aircraft carrying electro-explosive devices.

LIGHTS-OUT OPERATIONS

Desert/Reveille MOAs, Nevada and Utah

Lights-out night vision goggle flight training operations conducted within the Desert and Reveille North/South Military

Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Nellis ATC Facility (Nellis Control) on 126.65 or 124.95.

LIGHTS-OUT OPERATIONS

Lucin/Seveir/Gandy MOAs, Utah

Lights-out night vision goggle flight training operations conducted within the Lucin, Seveir, and Gandy Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic

advisories are available from the Clover ATC Facility (Clover Control) on 118,45 or 134.1.

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS SAN FRANCISCO INTERNATIONAL AIRPORT (SFO)

SAN FRANCISCO, CALIFORNIA

San Francisco International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the

control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections

Runway 1R at Taxiway Mike Runway 10L at Taxiways Romeo or Uniform

listed below.

Runway 10R at Taxiway Uniform

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS LAS VEGAS-MCCARRAN INTERNATIONAL AIRPORT (LAS) LAS VEGAS. NEVADA

Las Vegas-McCarran International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections

listed below. Runway 07L at Taxiways "A8" or Delta

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runway shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft

cannot be taxied into "position and hold" prior to takeoff clearance. LOS ANGELES, CA, LOS ANGELES INTERNATIONAL AIRPORT (LAX)

NOISE ABATEMENT PROCEDURES Successive or simultaneous departures from Runways 24L/R and Runways 25L/R are authorized, with course divergence beginning within 2 miles from the departure end of parallel runways, due to noise abatement restrictions.

UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN SOUTHERN CALIFORNIA

UAS operations are conducted sunrise to sunset within three (3) nautical miles of El Mirage Field Adelanto (N34°37'30",

W117°36'20") and Grey Butte (N34°33'55", W117°40'50") at or below 6,000 feet MSL. From sunset to sunrise operations may be conducted within four (4) nautical miles at and below 4,000 feet AGL. Contact Joshua control on 124.55 or 363.0

UAS operations may be conducted in accordance with Visual Flight Rules (VFR) accompanied by a chase aircraft below 14,000 feet MSL in an area bounded by N34°58'00" W117°00'00", N34°27'00" W117°00'00", N34°27'00" W117°55'00",

for activity information and advisory service.

Leaend

######### Railroad

N34°48′00" W117°55′00", N34°48′00" W117°35′03", N34°48′30" W117°32′03", N34°50′20" W117°32′03", N34°53′30' W117°11′53", N34°56′20" W117°09′03" thence to point of beginning. BARSTOW 58 R-2515 MILITA UAS OPS AREA 138 (18)

UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN NORTHERN NEVADA

UAS operations are continuously conducted within the Fallon Approach Control Airspace and the Fallon Range Training Complex at all altitudes when the Special Use Airspace areas are active. Contact Desert Control on 126.2 MHz. for activity status. UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN NEVADA AND UTAH

There is continuously unmanned aircraft systems flight activity conducted within the desert and reveille military operations areas (MOAs) at all altitudes when the MOAs are active. Traffic advisories are available from the Nellis Air Traffic Control facility (Neillis Control) on 126.65.

MODEL AIRCRAFT ACTIVITY—EL TORO, CALIFORNIA

Model aircraft activity conducted 500' AGL and below, 0.5 NM radius of apch end of Rwy 25L. CLOSED MCAS El Toro, daily 1500-0400Z‡. For NOTAM information contact Prescott AFSS on 800-992-7433.

DENVER TERMINAL RADAR APPROACH CONTROL Denver, Colorado

The Denver Terminal Radar Approach Control has been issued a waiver which enables controllers to assign speed restrictions without obtaining pilot concurrences; e.g., speeds of less than 250 knots below FL280 and speeds of less than 210 knots when the aircraft is greater than 20 flying miles from the threshold of the airport of intended landing.

EXTENSIVE HELICOPTER FLIGHT TRAINING IN THE VICINITY OF ROCKY MOUNTAIN METROPOLITAN AIRPORT (BJC), BROOMFIELD, COLORADO Frequent usage of Runway 11R-29L, Taxiway D, and the north end of Runway 20 by helicopter flight schools. Pilots are

cautioned to listen carefully to ATC for turnoff instructions when landing on Runway 11R-29L. Helicopters flight schools use three primary local procedures: Charlie Two, Ball, and Erie. CHARLIE TWO; Expect departures to the south thence turning to the northwest. Expect arrivals from the northwest. BALL; Expect departures to the south thence turning east. Expect arrivals from the east. ERIE; Expect departures northbound. Expect arrivals from the north.

SPECIAL NOTICES 322

illumination-flash blindness may occur beyond these distances.

illumination-flash blindness may occur beyond these distances.

265-8205 is the FAA coordination facility.

distances.

distances.

coordination facility.

monitor parachute drop activities.

INTENSE HELICOPTER OPERATIONS LOS ANGELES BASIN AREA. CALIFORNIA

CAUTION: Intense helicopter operation below 2000'AGL. All pilots transitioning the area at or below 2000'AGL are encouraged to make regular position reports on frequency 123.025.

LASER LIGHT DEMONSTRATIONS

Anaheim. California A laser light demonstration will be conducted nightly between sundown and midnight at Disneyland, Anaheim, California

(SLI VORTAC 060 radial at 7NM LAT 33°48'40"N/LON 117°55'00"W). The beam may be injurious to eyes if viewed within

300 feet vertically and 600 feet laterally of the light sources. Cockpit illumination-flash blindness may occur beyond these

Knotts Berry Farm

Buena Park. California

A permanent laser light demonstration is being conducted at Knotts Berry Farm, 33°49'45"N/117°59'35"W, Seal Beach

Vortac SLI 022/005, 0445 to 0600 UTC DLY. Laser light beam may be injurious to pilots/passengers eyes within 800 feet vertically and 1400 feet laterally of the light source. Flash blindness or cockpit illumination may occur beyond these

Long Beach, California

A laser light demonstration will be conducted nightly between sundown and 11 PM at the Pine Avenue Theater Complex,

Pine Avenue, Long Beach, California (SLI VORTAC 250 radial at 8NM LAT 33°46′12″N/LON 118°11′30″W). The beam may be injurious to eyes if viewed within 100 feet vertically and 1,900 feet laterally of the light source. Cockpit

Palomar Observatory

A laser light operation is conducted intermittently between sunset and sunrise at the Palomar Observatory N33-21-22/W

116-51-53, Julian VOR (JLI) 298 degree radial at 19 nautical miles. The laser beam may be injurious to eyes if viewed on axis. Cockpit illumination and flash blindness may also occur if the beam enters the cockpit. Los Angeles ARTCC, (661)

San Francisco, California

A Laser Light Demonstration will be conducted nightly between 8:30 pm and 2:00 am at Pier 39, San Francisco, California

(SAU VORTAC 100 radial at 12 NM LAT 37°48'40" N; LON 122°24'35" W). The beam may be injurious to

Pilots/Passengers' eyes if viewed within 800 feet vertically and 800 feet laterally of the light source. Cockpit

CHRISTMAN AIRPORT, FORT COLLINS, COLORADO

A laser light operation for testing and alignment is being conducted at Christman Airport, 40°35'24"N/105°08'26"W, GLL VORTAC 270/28NM. This testing is ongoing, intermittently, 24 hours per day 7 days a week. Laser light beams may be

injurious to pilot's/passenger's eyes within 4479 feet of the light source, to 8958 feet AGL. The secondary effects of flash

blindness or cockpit illumination may occur beyond these distances. Denver TRACON, 303-342-1590 is the FAA

CONTROLLED FIRING AREA (CFA) EAST OF YUMA, AZ

The military has established a controlled firing area (CFA) east of Yuma, AZ. The CFA is bordered by the following fixes: BZA058015 - BZA068035 - BZA072034 - BZA075030 - BZA075015 - BZA058015. Operations will be conducted at or

SAN DIEGO. CALIFORNIA SOUTHBOUND INTERNATIONAL BORDER CROSSING

Pilots crossing the International border southbound into Mexican airspace, in the vicinity of San Diego, are encouraged to

cross Tijuana International Airport at midfield to avoid arriving and departing aircraft. Pilots requesting transition through the Brown Field CLASS D airspace should contact Brown Tower on frequency 126.5. All others should contact Tijuana Approach Control on frequency 119.5 prior to crossing the border. Southbound aircraft are requested to squawk 1260 prior

to crossing the border unless otherwise advised by ATC. **EXTENSIVE PARACHUTE DROP ACTIVITIES**

below 3000'AGL. The hours of operation are Monday through Saturday from sunrise to sunset.

SAN DIEGO. CALIFORNIA Use caution when transiting the corridor south of San Diego Class B airspace and north of the international border between

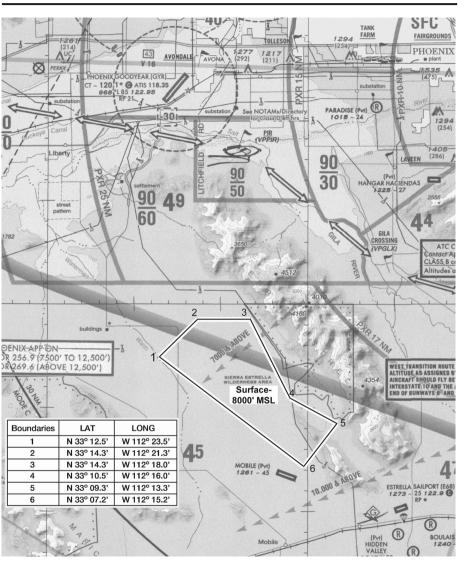
the coast and east to the Tecate area. A wide variety of civilian and military aircraft types (Cessna 182-C-130) use this

corridor to make high rates of ascent and descent from the surface to 15000 MSL. Note the San Diego, Trident, and Otay

Reservoir jumping areas located in this corridor and to the northeast of Brown Field Municipal Airport. Use VHF 121.95 to

AEROBATIC OPERATIONS SOUTHEAST OF PHOENIX GOODYEAR AIRPORT, GOODYEAR, ARIZONA

The aerobatic training area center point is located on the Stanfield VOR 300° radial at 26.5 DME. The area exists approximately 2 nautical miles on each side of the TFD VOR 300° radial from 22 to 31 DME, surface to 8000′ MSL. Pilots should use caution in this area. Frequency 128.92 is provided for air-to-air communications with pilots using or transiting the area. For information regarding hours of operation, contact 623–932–1650.



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AEROBATIC PRACTICE AREA MOUNTAIN VALLEY AIRPORT, TEHACHAPI, CALIFORNIA

Practice and competitive aerobatic maneuvers regularly scheduled adjacent to south side of Mountain Valley Airport (3 NM long X ½ NM wide), surface to 5000' AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact VAN NUYS FSDO on 1–818–904–6291.

Gila Bend, Arizona Transit Information ric Marcus Airport over Arizon

General aviation aircraft must coordinate their route of flight, departure, and return times with Range Operations prior to departure. Phone (623) 856–8818/8819. Once airborne, aircraft from the north contact Gila Bend AFAF Tower (primary) on

Caution: Due to repeater transmissions and mountainous terrain, flights north of the Sauceda Mountains (Black Gap) will normally only be able to contact Gila Bend Tower. Flights south of the mountains should contact Range Operations. Military

The normal hours of the Goldwater Air Force Range are from 0630–2400 local Monday through Saturday. When the range is not active, Gila Bend AFAF Tower and Range Operations are closed. If unable to contact the Tower or Range Operations,

LOW ALTITUDE TACTICAL NAVIGATION AREA (LATN) EAST OF TUCSON, AZ

The military has established a Low Altitude Tactical Navigation Area (LATN) east of Tucson bordered by the following fixes:
TUS037017-TUS025022-TUS038037-CIE323030-CIE294015-CIE255022-TUS090028-TUS055029-TUS037017. The

SEA WORLD TETHERED BALLOON

Restricted Area R-2305

A transit route extends from Gila Bend to the Eric Marcus Airport over Arizona Highway 85 at 500 feet above ground level (AGL). VFR rules govern civilian flight through the Goldwater Air Force Range. Airevac flights will be given priority over all other air traffic other than inflight emergencies. The Airevac call sign will be used only when the aircraft is on an actual air evacuation mission. Department of Public Safety (DPS) "Ranger" call signs must indicate they are on an Airevac mission to receive priority. Military aircraft will have priority over all remaining aircraft. Aircraft requesting to transition this airspace

may encounter delays.

257.65/127.75 (UHF/VHF) or Range Operations (secondary) on 264.125/122.775. Aircraft from the south contact Range Operations 264.125/122.775. Aircraft must hold outside restricted airspace until clearance is granted to transit the area. After receiving clearance into the Restricted Airspace, pilots shall monitor Range Operations frequency. The preferred VFR procedure will be to fly over Highway 85 at 500 feet AGL, monitoring Range Ops on VHF 122.775. At night aircraft will fly over Highway 85 at or below 1000 feet AGL. Military aircraft on manned ranges will be instructed to

remain clear of Highway 85 or to transit the highway 500 feet above altitude of transiting aircraft.

LATN is not a restricted area and will continue to be available for use by civilian aircraft in accordance with FAA rules and regulations. The primary operations will be conducted by HH–3/MH–60 helicopters from 100 ft AGL to 600 ft AGL. The hours of operations will be daily from 1500–0100Z

ORANGE COUNTY GREAT PARK TETHERED BALLON

IRVINE, CALIFORNIA (Until Further Notice)

Tethered balloon 780' MSL daily (1700–0600Z‡), Located on the El Toro VOR/DME 234 radial at 1 mile (ELB234001).

aircraft on the Range may be operating lights out.

contact Albuquerque ARTCC on 126.45 or 125.25 for clearance.

SAN DIEGO, CALIFORNIA (Until Further Notice) Tethered balloon 367' MSL daily (1700–0400), Located on the Mission Bay VORTAC 180 radial at 1 mile (MZB180001).

UNAUTHORIZED TRANSMISSION ARIZONA, CALIFORNIA, AND NEVADA AREA (Until Further Notice)

Attention all aircraft: Be alert to the possibility of UNAUTHORIZED AIR TRAFFIC CLEARANCES issued on ATC frequencies in the Arizona, California, and Nevada areas. If you received a transmission that is questionable verify with AIR TRAFFIC

SAN FRANCISCO INTERNATIONAL AIRPORT EXPANDED CHARTED VISUAL FLIGHT PROCEDURES

(Until Further Notice)

GENERAL San Francisco International Airport (SFO) is subject to stratus moving slowly from West to East, creating a reportable

2MINIMIMS

weather ceiling over the airport, while the final approach area for Runways 28R and 28L have no significant ceiling or visibility conditions. And expanded charted visual flight procedure (E/CVFP) has been developed to maximize the level of

The E/CVFP incorporates the following weather minimums:

SFO ceiling 2100 feet and visibility 5 miles; or,

airport efficiency during the unusual weather conditions described above.

CONTROL.

SFO ceiling 1000 feet and visibility 3 miles, and,

visibility 5 miles in the Eastern quadrant (030-120), and,

ceiling 2400 and visibility 5 miles at the automated weather observing system (AWOS) located at BRIJJ

LOM. In the event the AWOS is inoperative, weather at San Carlos (SQL) is required to be at least ceiling 2400 feet and

visibility 5 miles.

be issued, as appropriate.

AWOS ceiling is at least 3500 feet and visibility is at least 5 miles.

SPACING AND SEQUENCING

Although the listed weather minima are in effect aircraft should not expect simultaneous E/CVFP approaches unless BRIJJ

Controllers will clear aircraft for the E/CVFP in accordance with the provisions of Order 7110.65, Air Traffic Control. They

will not utilize phrases requesting or requiring aircraft to "fly right alongside", "wingtip to wingtip", or "directly abeam" other aircraft. Additionally, controllers will not assign instructions or require aircraft to pass and/or overtake other aircraft on the adjacent final approach course. Preferably, aircraft will be vectored to achieve a slightly staggered position of

approximately \(\frac{1}{16} \) to \(\frac{1}{4} \) mile behind the aircraft on the adjacent final approach course. Heavy aircraft and B757's will not be authorized to overtake another aircraft on the adjacent final approach course. Wake turbulence cautionary advisories will

go-around is necessary, aircraft will be issued an appropriate advisory/clearance/instruction by the tower or tracon. To ensure standard separation from other traffic, these instructions will include the assignment of a specific heading and altitude, Normally, the following procedures will apply:

GO-AROUND PROCEDURE The Tipp Toe and Quiet Bridge approaches are visual approaches, and as such have no missed approach segment. If a

Tipp Toe Visual Runway 28L In the event of a go-around turn left heading 265, climb and maintain 3000; or as directed by Air Traffic Control.

Quiet Bridge Visual Runway 28R

In the event of a go-around turn right heading 310, climb and maintain 3000; or as directed by Air Traffic Control.

SPECIAL NOTICES 326

5 NMR DMA 2 NMR INW195055/PAN

4 NMR TFD010020

1NMR TFD107036

5 NMR DRK215013

PØ8-COOLIDGE

12 NW of DVT

area.

AFROBATIC OPERATIONS IN ARIZONA

ractice	and	competitive	aerobatic	areas	are in	HSA	without	notice	SR_SS	ich

Pilots should use caution in these areas. For further information contact Prescott AFSS on 1-800-992-7433.

AEROBATIC OPERATIONS NORTHWEST OF TUCSON, AZ. Practice and competitive aerobatic maneuvers are regularly scheduled on the Tucson VORTAC 295 radial at 25 miles and

AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the PDZ VORTAC 045 radial at 23 nautical miles from 1.500' AGL up to and including 7.500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.3 is provided for air-to-air communications with other pilots using or transiting the

AEROBATIC OPERATIONS NORTHEAST OF SANTA PAULA, CA Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of FIM VORTAC, SR-SS, 1,500' AGL to 5,500' MSL. The Aerobatic Area is defined by FIM 220/004, to FIM 260/008, to FIM 285/009, to FIM 360/005, to FIM 055/014, to FIM 070/013. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency

SW. 23 SEP 2010 to 18 NOV 2010

The following pr

aily.

17,500 and below

9,600 and below

1 NM N-S and 7 NM E-W of the PXRO17022

PXR019020 7 500 and below

PXR128013 5.500 and below

1 NMR PXR129018

1 NMR PXR316026.2 6,600 and below

6.000 and below

8.000 and below

2 NM N-S and 4 NM E-W PXR325027

6,300 and below

5.500 and below

122.775 is provided to air-to-air communications with other pilots using or transiting the area.

1 NMR TFD143021 3,000 and below

1 NM Square TFD 3000 18/E60 1 NMR TFD065025/PØ8

Tucson VORTAC 308 radial at 22 miles, sunrise to sunset, up to 5,000 MSL.

3 NMR PXR 323024

1 Square mile of the PXR194023 5.000 and below 5.000 and below

6.500 and below

4.800 and below

5.000 and below

10,000 and below

6.500 and below

11.500 and below

AEROBATIC OPERATIONS IN COLORADO Practice and competitive aerobatic maneuvers are regularly conducted during daylight hours at the following locations:

a. 2 NM radius GLL 180/009, 10000 MSL and below. b. 1 NM radius Sterling Muni (STK), 4000 AGL and below.

d. 1 statute mile square, surface to 4000 AGL. Center of the area is located 2850 feet east of RWY 18-36. Western boundary is 1000 feet from RWY 18-36 and northern boundary is 100 feet from RWY 08-26, Lamar Airport (LAA). The

c. 1 kilometer square, 800 to 3000 AGL 3 statute miles east of RWY 17-35, Kelly Airpark (CO15).

(LAA) ASOS will broadcast aerobatic area information when this area is active. For further information, contact Flight Services 1-800-WX-BRIEF.

e. 1 kilometer square, 5000 AGL .5 statute mile east of Ft. Morgan Muni (FMM). f. 1 NM radius GLL 315/006, 10000 MSL and below. Mon-Sat 1500-2359, Sun 1600-2359.

g. 1 NM radius 10000 MSL and below, 6.2 statue miles northwest of Vance Brand (LMO) Mon-Sat 1500-2359. Sun 1600-2359.

AEROBATIC PRACTICE AREA JEAN AIRPORT, JEAN, NEVADA

Aerobatic flight activity will be conducted within a 3300' square box, located 2 miles west of Jean Airport (Specific area of

operation is ½ mile radius from a point described by the LAS 190/20). Flights will occur from SFC to 6500 MSL, between 1

EXTENSIVE FLIGHT TRAINING IN VICINITY OF

hour after sunrise to 1 hour before sunset daily. Pilots should use caution when operating within this area. To obtain a copy of the Certificate of Waiver outlining appropriate procedures for utilization of the practice area, ctc Henderson

Executive Airport at (702) 261-4800.

AEROBATIC PRACTICE AREA

VAUGHN MUNICIPAL AIRPORT (N17), VAUGHN, NEW MEXICO Aerobatic practice will be conducted within a 3 NM radius of the Vaughn Municipal Airport (N17), SFC to 11,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992)-7433).

ERNEST A. LOVE FIELD, PRESCOTT, ARIZONA Extensive flight training activity in areas 5 to 38 miles from the Prescott Airport 14,000 MSL and below. These areas are in use from sunrise to sunset daily. Participating traffic reports on 123.5.

EXTENSIVE FLIGHT TRAINING IN VICINITY OF ANGWIN-PARRETT FIELD (203), ANGWIN, CALIFORNIA Extensive flight training activity within a 10 NM radius of STS056024 (MAUCH INT), 4,500 MSL and below. This area is in

use from 1400-0300 UTC daily. Participating traffic reports on 123.0.

EXTENSIVE FLIGHT TRAINING IN VICINITY

OF PROVO MUNICIPAL AIRPORT

Extensive flight training activity in areas 5 to 30 miles S & W of Provo Municipal Airport from the PVU260R-PVU150R, 9,000 MSL and below. These areas are in use from 1100Z to 0400Z Monday thru Saturday; participating traffic contact

Eagle Base on 123.5.

UNMANNED AIRCRAFT SYSTEMS, SOUTHEASTERN, AZ

border between Nogales, Arizona and the New Mexico border should be alert for unmanned aircraft systems operating from 14,000' MSL to 16,000' MSL inclusive, 0000-1500 UTC daily.

ROCKET FIRING SOUTHEAST OF RENO. NEVADA

Unmanned aircraft system activity along the international border in southeastern Arizona. Pilots flying near the international

Rocket firing occurs approximately on the Mustang VORTAC 107 radial at 7 miles, normally seven days a week, sunrise to sunset, up to but not including 1,000 ft above ground level.

GLIDER OPERATIONS NORTHWEST OF TUCSON, ARIZONA

SW. 23 SEP 2010 to 18 NOV 2010

There is regularly scheduled glider/soaring activity conducted from El Tiro Airport, which is located approximately on the Tucson VORTAC (116.0 MHz) 297° radial at 31 nautical miles: this is south of Pinal (Marana) Airpark and bordered by V16, V66, and V105. Activity at El Tiro is normally scheduled for Saturday, Sunday, and Wednesday, with much of the soaring conducted near the intersection of V66 and V105 at altitudes up to, but not including flight level 180.

SPECIAL NOTICES 328

impossible to see from only a few hundred feet. See the Phoenix Sectional Chart for location.

CAUTION-TETHERED AEROSTAT RADAR SYSTEM (TARS) A TARS (a large helium-filled balloon) operates continuously up to 15,000 feet, except during inclement weather or when

the system is down for maintenance, in R-2312 near Fort Huachuca, Arizona. The tether is unmarked and is virtually

CALIFORNIA CONDORS

Central California Coast Ranges

California Condors are currently being reintroduced to the Central California Coast by the Ventana Wilderness Society.

There are two release sites; one below Anderson Peak near Big Sur (BSR VOR radial 150, 2 NM), the other in the Pinnacles

National Monument (SNS VOR radial 099, 24 NM). California Condors can be identified in the air by their distinctive size and flight patterns. Like the Turkey Vulture, the California Condor is a large black bird with a naked head which uses

topography and associated wind patterns for soaring flight. However, the California Condor is nearly twice as large as the

Turkey Vulture, with a wingspan approaching ten feet. Condors normally soar at altitudes between 500 and 6,000 feet AGL.

They have been known to fly up to 190 miles in a single day and could therefore be found over a very large area. Please be alert for the presence of these highly endangered birds throughout the Coastal Range from Mt Hamilton near San Jose,

further information contact the Ventana Wilderness Society at 831-455-9514. CALIFORNIA CONDORS

Pinnacles National Monument

south to the Simi Valley, near Fillmore VOR (FIM), as well as the foothills along the west side of the San Joaquin Valley. For

California Condors are the largest land birds in North America and are currently being reintroduced at Pinnacles National

more often found between altitudes of 2,000-9,000 feet. Using GPS tracking devices on four condors, a high-use condor flight area was identified over Pinnacles National Monument. The Monument is requesting a clearance of 3,000 feet AGL over an approximately 11.5 square mile area, as indicated, where these and other condors are consistently soaring.

Monument in central California. Weighing 15-25 pounds and with a wingspan of 9.5 feet, this endangered species presents a formidable in-flight hazard. Condors are capable of soaring at an altitude of 15,000 feet, although they are

Monument personnel hope that such a restriction will be a manageable compromise for the continued conservation of this endangered species and the safety of all pilots. For further information, please contact Pinnacles National Monument at (831) 389-4485.

SPECIAL FLIGHT RULES AREA Effective on September 22, 1988

GRAND CANYON

GRAND CANYON—Special Flight Rules Area, SFAR-50-2. Special regulations apply to all aircraft operations below 14,500 feet MSL. Except in an emergency or if otherwise authorized by the Las Vegas Flight Standards District Office for certain

limited operations, remain at or above the following altitudes: a) in the Eastern sector from Lees Ferry to North Canyon at 5,000 feet MSL; b) in the Eastern sector from North Canyon to Boundary Ridge at 6,000 feet MSL; c) in the Central sector

from Boundary Ridge to Supai Point at 10,000 feet MSL; d) in the Central sector from Supai Point to Diamond Creek at 9.000 feet MSL; e) in the Western sector from Diamond Creek to the Grand Wash Cliffs at 8.000 feet MSL. In flight corridors use the following altitudes: northbound at 11,500 or 13,500 feet MSL; southbound at 10,500 or 12,500 feet MSL. Remain clear of the indicated flight-free zones.

CAUTION: High volume of tour operations within the area. The procedures do not relieve pilots from see-and-avoid responsibility or compliance with FAR 91.119. Pilots should contact a local FSS for NOTAM information prior to flight within

Central-127.05; Eastern-120.05). Refer to the Grand Canyon sectional chart and NOTAMS for additional information. SPECIAL NORTH ATLANTIC, CARIBBEAN AND

the Special Flight Rules Area. Utilize the Las Vegas (LAS) altimeter setting west of Mt. Dellenbaugh and the Grand Canyon (GCN) altimeter setting east of Mt. Dellenbaugh. Monitor the frequencies indicated for each sector (Western-121.95;

PACIFIC AREA COMMUNICATIONS VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground

stations to exchange necessary operational information and to facilitate the resolution of operational problems. Frequencies have been designated as follows: North Atlantic area: 123.45 MHz

Caribbean area:

Pacific area:

123.45 MHz

123.45 MHz

Yosemite Valley, the uppermost rim of the valley.

YOSEMITE NATIONAL PARK Public law prohibits flight of VFR helicopters or fixed-wing acft below 2000 feet above the surface of Yosemite National Park. "Surface" refers to the highest terrain within the park within 2000 feet laterally of the route of flight or, within the

INDEX

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U.S. SPECIAL CUSTOMS REQUIREMENT Air Commerce Regulations of the Treasury Department's Customs Service require all private aircraft arriving in the U.S.

from a foreign place in the Western Hemisphere, (a) south of 33 degrees north latitude which cross into the U.S. over a

point on the U.S./Mexican border between 97 and 120 degrees west longitude, or (b) south of 31 degrees north latitude

which enter the U.S. via the Gulf of Mexico and Atlantic Coasts, to provide notice of intended arrival to the Customs Service

at least one hour prior to crossing the U.S./Mexican border or the U.S. coastline. This notice may be provided by: (1) radio through an appropriate FAA Flight Service Station. (2) normal FAA flight plan notification procedures (a flight plan filed in

coastline crossing:

for military users.

direct to Hq USAF (PRPOC), Washington, D.C. 20330. Use of USAF installations must be specifically justified.

Commanding Officer of the field.

public use airport or seaplane base.

TONOPAH, Tonopah Test Range

NAME OF AIRPORT

is obtained from the respective agency.

Airport, Palm Beach International, St. Lucie County International, or Tampa International in Florida.

Army installations, prior permission is required from the Commanding Officer of the installation.

with the procedures and minimums approved by the military agency having jurisdiction over the airport.

Mexico does not meet this requirement due to unreliable relay of data), or (3) directly to the District Director of Customs or other Customs officer at place of first intended landing. Unless an exemption has been granted by Customs, private aircraft are required to make first landing in the U.S. at one of the following designated airports nearest to the point of border or

Brownsville/South Padre Island International, Corpus Christi International, Del Rio International, El Paso International, Laredo International, Mayerick County Memorial International, McAllen Miller International, Presidio-Lely International, Southwest Texas Regional, or William P. Hobby Airport of Texas; Calexico International, or Brown Field Municipal in California; Bisbee Douglas International, Nogales International, Tuscon International, or Yuma MCAS/Yuma International in Arizona; Las Cruces Intl in New Mexico; Lakefront or Louis Armstrong New Orleans Intl in Louisiana; Fort Lauderdale Executive, Fort Lauderdale-Hollywood International, Key West International, Miami International, Opa-Locka Executive

MILITARY TRAINING ROUTES The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data

CIVIL USE OF MILITARY FIELDS U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft. Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity. For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance

AIRCRAFT LANDING RESTRICTIONS Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization

> **FAR-PART 139 CERTIFICATED AIRPORTS** Additional Certificated Airports not contained in this Directory

> > NEVADA

SW. 23 SEP 2010 to 18 NOV 2010

IDENT

TNX

SPECIAL NOTICES

CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

- In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.
 - 1. ILS(Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers) 2. Wind Measuring Capability

09R

10

31

10R

04R

361

10

36C

06R

17C

31

03R

22

01L

03

08L

26L

051

19R

24R

36L

- 3. Approach Light System (ALS) or Short ALS (SALS)
- 4. Ceiling Measuring Capability
- 5. Touchdown Zone Lighting (TDZL)
- 6. Centerline Lighting (CL)
- 7. Runway Visual Range (RVR)
- 8. High Intensity Runway Lighting (HIRL)
- 9. Taxiway Lighting
- 10. Apron Light (Perimeter Only)

The following have been designated	"Continuous	Power Airports," and have i	ndependent back up capability for the
quipment installed.			
Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ)	08	Milwaukee, WI (MKE)	01L
Anchorage, AK (ANC)	07R	Minneapolis, MN (MS	P) 30L

Nashville, TN (BNA)

New Orleans, LA (MSY)

New York, NY (JFK).....

New York, NY (LGA)

Newark, NJ (EWR).....

Oklahoma City, OK (OKC)

Omaha, NE (OMA)

Ontario, CA (ONT).....

Philadelphia, PA (PHL)

Phoenix, AZ (PHX).....

Pittsburgh, PA (PIT)

Reno. NV (RNO)

Salt Lake City, UT (SLC)

San Antonio, TX (SAT).....

San Diego, CA (SAN).....

San Francisco, CA (SFO)

San Juan, PR (SJU).....

Seattle, WA (SEA).....

St. Louis, MO (STL)

Tampa, FL (TPA).....

Tulsa, OK (TUL).....

Washington, DC (DCA)

Washington, DC (IAD)

Wichita, KS (ICT).....

021

10

22

04R

35R

14R 261

09R

80

10L

16R

34L

12R

28R

09

ΛR

16C

30R

36L

36R

01R

01

04R

Anchorage, AK (ANC)

Bismarck, ND (BIS)

Boise, ID (BOI).....

Boston, MA (BOS) Charlotte, NC (CLT)

Chicago, IL (ORD).....

Cincinnati, OH (CVG)

Cleveland, OH (CLE)

Dallas/Fort Worth, TX (DFW).....

Denver, CO (DEN).....

Des Moines, IA (DSM)

Detroit, MI (DTW)

Atlanta, GA (ATL).....

Andrews AFB, MD (ADW)

Baltimore, MD (BWI).....

El Paso, TX (ELP) Fairbanks, AK (FAI)..... Great Falls, MT (GTF)..... Honolulu, HI (HNL) Houston, TX (IAH).....

Indianapolis, IN (IND) Jacksonville, FL (JAX)..... Kansas City, MO (MCI).....

Los Angeles, CA (LAX)..... Memphis, TN (MEM)..... Miami, FL (MIA)..... NOTE—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway

designation.

A natural gas flare is located at approximately N32-27-50.5/W104-34-24.2 (CNM 300/021), SFC to 4200 feet MSL. Pilots should use caution when operating in this area. For further information, contact Albuquerque AFSS on

information call 619-400-2781.

1-505-243-7831. SAN DIEGO INTERNATIONAL AIRPORT (SAN) AIRCRAFT NOISE PROHIBITIONS/RESTRICTIONS No departures or engine run-ups above idle power 0730-1430Z‡. FAR Part 36 Stage 2 departures prohibited

NATURAL GAS FLARE CARLSBAD/CAVERN CITY, NEW MEXICO

0600-1500Z‡. Per current FAA standards all helicopters are Stage 2. Valid emergency operations or mercy flights exempt from noise abatement restrictions. Operator must provide written report to SAN noise abatement office. Noise monitoring in effect continuously. All operations of aircraft which exceed 104 Effective Perceived Noise Decibels at the takeoff

reference point per FAA AC 36 Series documentation are prohibited. Noise sensitive areas all quadrants; recommend pilots use best noise abatement procedures. Pilots are requested to minimize use of reverse thrust consistent with safe operations of aircraft to minimize noise impact on surrounding community. For additional noise level restrictions and

SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

Fly Quiet Program:

The Fly Quiet Program was developed to help pilots understand the rules and regulations for noise abatement at SFO and to show the public how well airline's participate in the noise abatement programs. The purpose of the Program is to encourage individual airlines to operate as quietly as possible at SFO. The Program promotes a participatory approach in complying with noise abatement procedures by grading airlines' performance and presenting these scores to the public via a published report. The Program consists of five grading elements:

- 1) The overall noise quality of each airline's fleet operating at SFO.
- 2) A measure of how well each airline complies with the nighttime Preferential Runway Use Program.
- Assessment of how well each airline adheres to the Gap departure profile.
 Assessment of how well each airline adheres to the Shoreline departure profile.
- 5) Evaluation of single overflight noise level exceedances.

Flight Crews: By operating your aircraft as quietly as possible, you can directly influence your airline's Fly Quiet Program score. Here are some guidelines for maintaining a high score in the Fly Quiet Program:

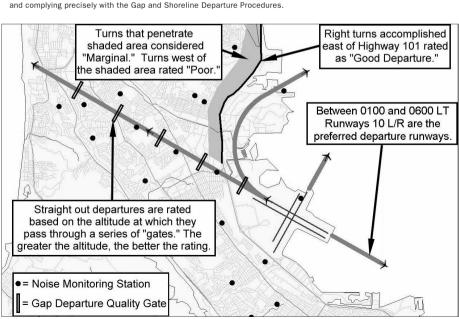
(a) Program | Program | Program | Potwoop | 0.100 | and | 0.600 | (LT) | the professed departure runways for paice

- (a) Preferential Runway Use Program—Between 0100 and 0600 (LT) the preferred departure runways for noise abatement are Runways 10 L/R. Pilots of heavy aircraft can significantly improve their airline's Fly Quiet Program scores by departing on Runways 10 L/R (weather permitting).
- (b) Shoreline Departure Turn Quality—The radius of the initial turn after departure off Runways 28 L/R is a grading element of the Fly Quiet Program. Runway 28 L/R departures making excessively wide right turns overfly residential neighborhoods. By completing the initial right turn prior to crossing Highway 101, aircraft remain over industrial and commercial areas. This applies to all Instrument Departure Procedures (IDPs) requiring right turns after departing Runways 28 L/R.

 (c) Gap Departure Climb Quality—Aircraft making straight out departures off Runways 28 L/R overfly heavily populated
- given to those aircraft that reach higher altitudes at the gates. It is preferred that aircraft making straight-out departures from Runways 28 L/R climb as rapidly as possible.

 (d) Noise Exceedance Rating—Maximum noise level limits are established for selected noise monitor stations surrounding SFO. Pilots can improve their airline's exceedance rating by utilizing the Preferential Runway Use Program

areas immediately west of the airport. Since "higher is quieter," the Airport monitors aircraft altitudes along the departure route. Scores are assigned at specific points, or gates, set approximately one mile apart, with higher scores



SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ARATEMENT PROCEDURES PREFERENTIAL RUNWAYS

The SFO Nighttime Preferential Runway Use Program is a voluntary Program that was developed in 1988. SFO operates on two sets of parallel runways for both arrivals and departures, based on this runway configuration, there are three preferred nighttime preferential runway procedures: 1) The primary goal of the Program is to use Runways 10 L/R for take-off because they offer departure routing over the

bay which will reduce the noise impacts over the communities surrounding SFO. 2) When departures from Runways 10 L/R are not possible, the second preference would be to depart Runways 28 L/R on the Shoreline or Quiet Departure Procedures, Both of these Procedures incorporate an immediate right turn after departure to avoid residential communities northwest of SFO.

these departures affects communities south of SFO. The least desirable departure procedure at SFO is a straight-out departure on Runways 28 L/R these departures overfly densely populated communities immediately west of SFO and are discouraged at all hours. The Airport Director has established a Nighttime Noise Clearance Center operated during 2200-0700 by a duty officer

3) The third preference is to depart on Runways 01 L/R. While this procedure directs aircraft over the bay, jet blast from

whose responsibilities include monitoring compliance with SFO's Preferential Runway Use Program and responding to requests for exemptions to the noise regulations. ENGINE RUN-UP RESTRICTIONS

Run-ups of mounted aircraft engines for maintenance or test purposes is prohibited between the hours of 2200-0700 daily except as provided below:

1) An idle check of a single engine is allowed under the following conditions: (a) An idle check of a single engine not to exceed a 5-minute duration may be conducted in the lease hold area. If more than one engine is to be checked, each engine must be checked separately and the cumulative duration of the idle

- checks cannot exceed 5-minutes. (b) An idle check of a single engine or multiple engines (checked separately) which will exceed a duration of five minutes
- will be accomplished in the designated run-up areas. For purposes of noise abatement monitoring, this will be considered a power run-up.
- During the hours of 2200-0700, the Operations Supervisor shall be called and permission received prior to any engine idle check or engine idle run-up, including any idle run for more than a cumulative duration of 5-minutes. During other hours, the Operations Supervisor shall be called and permission received prior to any engine run-up. Any request for an engine run-up during the hours 2200-0700, other than that described above, which is the result of unusual or emergency circumstances, may be approved by the Nighttime Noise Clearance Center.

When approved and accomplished, the Maintenance Supervisor of the airline concerned must provide to the Airport

(a) Date and time of the run-up (b) Type of aircraft (c) Aircraft identification number

Director a monthly report detailing the following:

- (d) Location of the run-up
- (e) Duration of the run-up
- (f) An explanation of the unusual or emergency circumstances making the run-up necessary

Reports will be submitted to the Airport Director, Attn: Airport Operations within three working days after the last day of each calendar month

SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

APU OPERATING RESTRICTIONS

- Operators are encouraged to use ground power and air sources whenever practicable. APUs may be used when aircraft are being towed.

 1) Domestic terminals—Use of APUs is prohibited between the hours of 2200–0600 except 30 minutes prior to departure,
- 2) International Terminal—The following procedures apply:

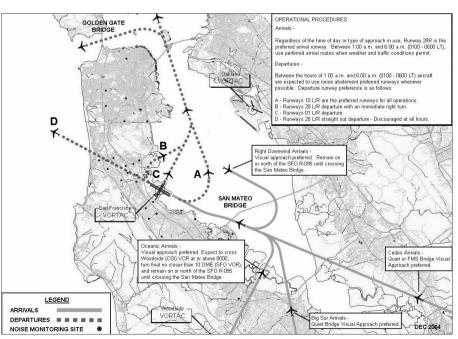
when passengers are aboard, or it is needed to test other aircraft equipment.

- (a) Aircraft scheduled to be at a gate in Boarding Areas A and G for more than 45 minutes between the hours of 0700–2200, are required to use 400Hz ground power and pre–conditioned air, where available. APUs are not authorized without prior permission is received from Airport Operations, during the use of ground power and pre–conditioned air until 30 minutes prior to push–back.
- 30 minutes prior to push-back.

 (b) All aircraft scheduled to be at an International Terminal gate between 2200–0700 hours are required to use 400Hz ground power and pre-conditioned air, where available, regardless of scheduled time at the gate. APUs are not authorized, unless prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until

30 minutes prior to push-back. NOISE MONITORING SYSTEM

As of January 2005, the Airport installed a new Aircraft Noise Management System (ANMS) utilizing Lochard's Airport Noise and Operations Monitoring System (ANOMS(tm)) 8 product suite. This system consists of 29 fixed Environmental Monitoring Units (EMU) and four portable units. The previous passive radar system was replaced with Lochard's new hybrid, SkyTrak(tm), an integration of the FAA ARTS IIIE and live Mode S with passive radar that will drive the SFO community web site and deliver flight data throughout the airport.



CONTACT INFORMATION

For more information about the Fly Quiet Program or noise abatement procedures contact 650–821–5100.

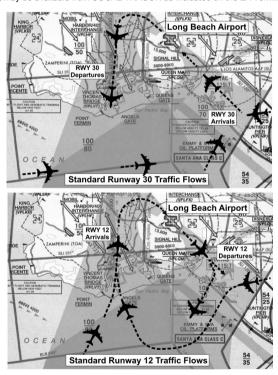
AIR CARRIER OPERATIONS VICINITY OF LONG BEACH (DAUGHERTY FIELD), CA.

A wide mix of aircraft types including Air Carriers landing and departing Long Beach Daugherty Field, utilize the airspace south of Long Beach Airport (Daugherty Field) (LGB), Long Beach, California. The Class E airspace between Point Vicente, Catalina Island, and Huntington Beach accommodates pilot training from local flight schools, numerous IFR and VFR enroute aircraft, and helicopter and other aviation activities.

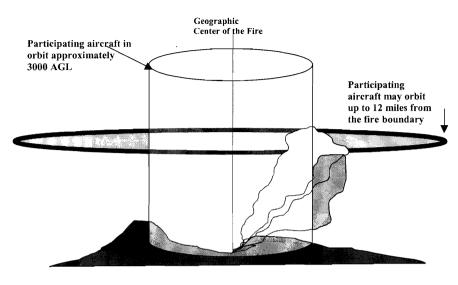
Participating flight training aircraft in Class E airspace south of Long Beach may:

- Utilize helicopter frequency 129.0 at or below 1,000 MSL.
- Utilize air-to-air frequency 121.95 above 1,000 MSL and below 4,500 MSL.
- Participants are encouraged to make position reports relative to Palos Verde Point, Point Vicente and Point Fermin, Angels Gate, Queens Gate, Emmy & Eva Oil Platforms and the Queen Mary.

VFR flight following may be available from SOCAL TRACON as indicated on the LA Terminal Area Chart.



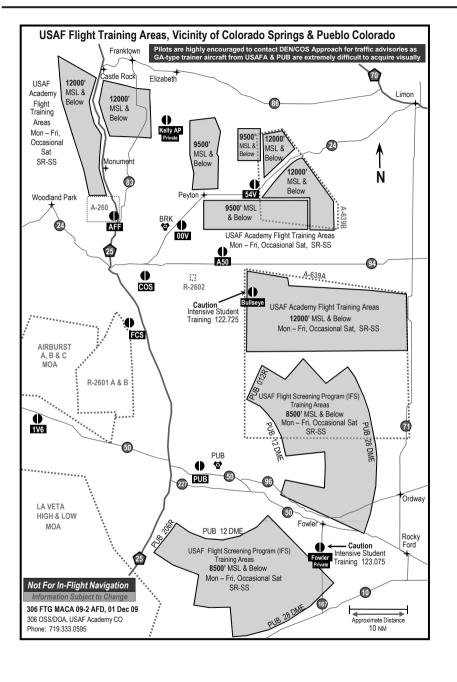
FIREFIGHTING TRAFFIC AREAS



Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

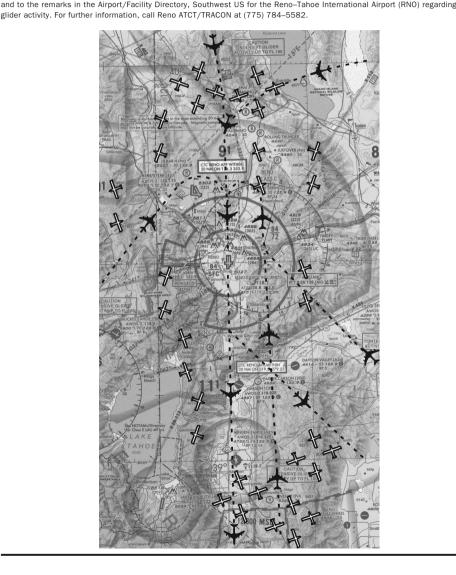
The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.



GLIDER/SOARING ACTIVITIES AROUND THE RENO-TAHOE INTERNATIONAL AIRPORT

There is intense glider activity up to FL180 near the Reno-Tahoe International Airport. Gliders conduct aerobatic maneuvers and other soaring activities in airspace on or near arrival routes, departure routes, final approach courses and holding fixes for the Reno-Tahoe International Airport. Gliders operations may originate from the Air Sailing, Minden-Tahoe and Truckee (California) Airports. The Air Sailing Airport is located near the Mustang (FMG) 337 radial at 20 nautical miles, between Anaho, Pyram and Takle intersections. The Minden-Tahoe Airport is located near the FMG 172 radial at 32 nautical miles, between J5 and J94. The Truckee California Airport is located near the FMG 225 radial at 26 nautical miles, north of the Squaw Valley VOR between J32 and V392. Federal Aviation Regulations do not require gliders operators to equip, activate or to broadcast the location of their aircraft via transponder or radio communications while operating outside of Class A or C Airspace. Atmospheric conditions attract large quantities of gliders to the area and activity near mountain ridges or "hot spots" may be intense. Altitudes up to 17,999 have been observed and pilots should exercise due diligence when exiting Class A and C airspace. Pilots are encouraged to refer to the SFO Sectional Aeronautical Chart



REGULATORY NOTICES

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1. Reservations for Unscheduled Operations at High Density

Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the

The toll-free telephone number for accessing e–CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e–CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e–CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e–CVRS.

LUKE AIR FORCE BASE (AFB), AZ SPECIAL AIR TRAFFIC RULE F.A.R PART 93 EFFECTIVE MAY 6, 2010

Title 14, Code of Federal Regulations, part 93, subpart 0, has prescribed special air traffic rules and communication requirements for aircraft operating under Visual Flight Rules (VFR) in the vicinity of Luke Air Force Base.

Pilots are required to establish two-way communication with Luke Approach Control on 118.15 north of Luke AFB or 125.45 south of Luke AFB prior to entering the special air traffic rule area. See Phoenix Terminal Area Chart.

Pilots of non-radio equipped aircraft must request permission to enter the special air traffic rule area at least 24 hours before the proposed operation by telephoning Luke Approach Control at 623–856–6448.

FSS TELEPHONE NUMBERS

Flight Service Station (FSS) facilities provide flight planning and weather briefing services to pilots. FSS services in the

remote facilities some of which operate part-time. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

contiguous United States, Hawaii and Puerto Rico, are provided by a network of large FSS facilities and a few select

Telephone Information Briefing Service (TIBS) is a FSS service that provides continuous recordings of meteorological and/or aeronautical information. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

* District of Columbia Special Flight Rules Area & Flight Restricted Zone

340 **FAA AND NWS**

KEY to AERODROME FORECAST (TAF) and **AVIATION ROUTINE WEATHER REPORT**

(METAR) TAF KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA OVC008CB FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR

FM10	115 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW	SKC		
METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB 18/16 A2992 RMK SLP045 T01820159				
Forecast	Explanation	Report		
TAF	Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	METAR		
KPIT	ICAO location indicator	KPIT		
091730Z	Issuance time: ALL times in UTC "Z", 2-digit date, 4-digit time	091955Z		
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times			
	In U.S. METAR: CORrected ob; or AUTOmated ob for automated report with no human intervention; omitted when observer logs on	COR		
15005KT	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VaRiaBle</u>); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust and maximum speed; 00000KT for calm; for METAR, if direction varies 60 degrees or more, <u>Variability appended</u>, e.g. 180<u>V</u>260</u>	22015G25KT		
5SM	Prevailing visibility: in U.S., Statute Miles & fractions; above 6 miles in TAF Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	3/4SM		
	Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>L</u> eft, <u>C</u> enter, or <u>Right</u> as needed; "/"; <u>M</u> inus or <u>P</u> lus in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>V</u> ariability 4-digit value (and tendency <u>D</u> own, <u>U</u> p or <u>N</u> o change)	R28L/2600FT		
HZ	Significant present, forecast and recent weather: see table (on back)	TSRA		
FEW020	Cloud amount, height and type: SKy Clear 0/8, FEW >0/8-2/8, SCaTtered 3/8-4/8, BroKeN 5/8-7/8, OVerCast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or CumulonimBus in METAR; in TAF, only CB. Vertical Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated METAR reports only, CLeaR for "clear below 12,000 feet"	OVC010CB		
	Temperature: degrees Celsius; first 2 digits, temperature "/" last 2 digits, dew-point temperature; Minus for below zero, e.g., M06	18/16		
	Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q-hectoPascals, e.g., Q1013)	A2992		

KEY to AERODROME FORECAST (TAF) and **AVIATION ROUTINE WEATHER REPORT** (METAR)

Explanation Report Forecast In U.S. TAF, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit WS010/31022KT height (hundreds of ft); "/"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT

RMK In METAR, ReMarK indicator & remarks, For example: Sea-Level Pressure in hectoPascals & tenths, as shown: 1004.5 hPa: Temp/ SLP045 T01820159 dew-point in tenths °C, as shown; temp. 18.2°C, dew-point 15.9°C FM1930 FroM and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces. **TEMPO 2022** TEMPOrary: changes expected for < 1 hour and in total, < half of 2-digit hour beginning and 2-digit hour ending time period PROB40 0407 PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period **BECMG 1315** BECoMinG: change expected during 2-digit hour beginning and 2-digit hour ending time period

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

+ Heavy

PR Partial

DR Drifting

TS Thunderstorm

SG Snow grains

VA Volcanic ash

DU Widespread dust

PO Well developed

dust/sand whirls

GS Small hail/snow pellets

FZ Freezing

QUALIFIER Intensity or Proximity

- Light
- VC Vicinity: but not at aerodrome; in U.S. METAR, between 5 and 10SM of the point(s) of
- observation: in U.S. TAF, 5 to 10SM from center of runway complex (elsewhere within 8000m)

- Descriptor
- - MI Shallow BC Patches
 - **BL** Blowing SH Showers
- **WEATHER PHENOMENA** Precipitation
 - DZ Drizzle RA Rain
 - SN Snow PL Ice peliets GR Hail IC Ice crystals
 - UP Unknown precipitation in automated observations

"no sign" Moderate

- Obscuration
 - FU Smoke BR Mist (≥5/8SM) FG Fog (<5/8SM)
 - SA Sand HZ Haze PY Spray
- Other
- SQ Squall SS Sandstorm DS Duststorm FC Funnel cloud +FC tornado/waterspout

- Explanations in parentheses "()" indicate different worldwide practices. Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, which-
- ever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.
- UNITED STATES DEPARTMENT OF COMMERCE NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service
 - SW. 23 SEP 2010 to 18 NOV 2010

FAA AND NWS

KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number......703-904-4400

RGNL AIR TRAFFIC DIVISIONS			
REGION	TELEPHONE		
Alaskan	907-271-5464		
Central	816-329-2500		
Eastern	718-553-4502		
Great Lakes	847-294-7202		
New England	781-238-7500		
Northwest Mountain	425-227-2500		
Southern	404-305-5500		
Southwest	817-222-5500		
Western Pacific	310-725-6500		

AIR ROUTE TRAFFIC CONTROL CENT	ERS (ARTCCs)
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*24 HR RGNL

DUTY OFFICE TELEPHONE #	BUSINESS Hours	BUSINESS TELEPHONE #
817-222-5006	7:30 a.m4:00 p.m.	505-856-4300
907-271-5936	7:30 a.m4:00 p.m.	907-269-1137
404-305-5180	7:30 a.m5:00 p.m.	770-210-7601
617-238-7001	7:30 a.m4:00 p.m.	603-879-6633
847-294-8400	8:00 a.m4:00 p.m.	630-906-8221
847-294-8400	8:00 a.m4:00 p.m.	440-774-0310
425-227-1389	7:30 a.m4:00 p.m.	303-651-4100
817-222-5006	7:30 a.m4:00 p.m.	817-858-7300
817-222-5006	7:30 a.m4:00 p.m.	281-230-5300
847-294-8400	8:00 a.m4:00 p.m.	317-247-2231
404-305-5180	8:00 a.m4:30 p.m.	904-549-1501
816-329-3000	7:30 a.m4:00 p.m.	913-254-8500
661-265-8200	7:30 a.m4:00 p.m.	661-265-8200
404-305-5180	7:30 a.m4:00 p.m.	901-368-8103
404-305-5180	7:00 a.m3:30 p.m.	305-716-1500
847-294-8400	8:00 a.m4:00 p.m.	651-463-5580
718-995-5426	8:00 a.m4:40 p.m.	516-468-1001
310-725-3300	6:30 a.m3:00 p.m.	510-745-3331
425-227-1389	7:30 a.m4:00 p.m.	801-320-2500
425-227-1389	7:30 a.m4:00 p.m.	253-351-3500
718-995-5426	8:00 a.m4:30 p.m.	703-771-3401
	817-222-5006 907-271-5936 404-305-5180 617-238-7001 847-294-8400 425-227-1389 817-222-5006 817-222-5006 847-294-8400 404-305-5180 816-329-3000 661-265-8200 404-305-5180 847-294-8400 718-995-5426 310-725-3300 425-227-1389	TELEPHONE # HOURS 817-222-5006 7:30 a.m4:00 p.m. 907-271-5936 7:30 a.m4:00 p.m. 404-305-5180 7:30 a.m5:00 p.m. 617-238-7001 7:30 a.m4:00 p.m. 847-294-8400 8:00 a.m4:00 p.m. 847-294-8400 8:00 a.m4:00 p.m. 425-227-1389 7:30 a.m4:00 p.m. 817-222-5006 7:30 a.m4:00 p.m. 847-294-8400 8:00 a.m4:00 p.m. 404-305-5180 8:00 a.m4:00 p.m. 816-329-3000 7:30 a.m4:00 p.m. 661-265-8200 7:30 a.m4:00 p.m. 404-305-5180 7:30 a.m4:00 p.m. 404-305-5180 7:00 a.m3:30 p.m. 847-294-8400 8:00 a.m4:00 p.m. 404-305-5180 7:00 a.m3:30 p.m. 407-294-8400 8:00 a.m4:00 p.m. 408-294-8400 8:00 a.m4:00 p.m. 408-294-8400 8:00 a.m4:00 p.m. 718-995-5426 8:00 a.m4:00 p.m. 800 a.m4:00 p.m. 7:30 a.m4:00 p.m. 425-227-1389 7:30 a.m4:00 p.m.

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS Hours	BUSINESS TELEPHONE #
Atlanta	404-305-5180	7:00 a.m3:30 p.m.	404-669-1200
Chicago	847-294-8400	8:00 a.m4:00 p.m.	847-608-5509
Dallas/Ft. Worth	817-222-5006	7:30 a.m4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m4:00 p.m.	281-230-8400
New York	718-995-5426	8:00 a.m4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m3:30 p.m.	916-366-4001
Potomac	718-995-5426	8:00 a.m4:30 p.m.	540-349-7500
Southern CA	310-725-3300	7:30 a.m4:00 p.m.	858-537-5800

^{*}Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

BUSINESS **TELEPHONE #**

505-842-4366

301-735-2380

410-962-3555

617-455-3100

203-627-3428

818-567-4806

704-344-6487

773-884-3670

773-601-7600

216-898-2020

606-767-1006 972-615-2531

937-454-7300

303-342-1600

734-955-5000

907-474-0050

305-356-7932

713-230-8400

404-669-1200

808-840-6100

713-847-1400

317-484-6600

808-877-0725

816-329-2700

702-262-5978

310-342-4900

504-471-4300

901-322-3350

305-869-5400

612-713-4000

615-781-5460

718-656-0335

718-335-5461

973-565-5000

408-982-0750

909-983-7518

407-850-7000

215-492-4100

602-379-4226

412-269-9237

503-493-7500

919-840-5544

703-413-1535

801-325-9600

210-805-5507

619-299-0677

650-876-2883

809-253-8663

206-768-2900 314-890-1000

813-371-7700

907-271-2700

201-288-1889

571-323-6372

561-683-1867

914-948-6520

8:00 a.m.-4:30 p.m.

7:30 a.m.-4:00 p.m.

7:30 a.m.-4:00 p.m.

7:00 a.m.-5:30 p.m.

8:00 a.m.-4:30 p.m.

8:00 a.m.-4:00 p.m.

8:00 a.m.-4:00 p.m.

8:00 a.m.-4:00 p.m.

8:00 a.m.-4:30 p.m.

8:30 a.m.-5:00 p.m.

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8:00 a.m.-4:30 p.m.

8:00 a.m.-4:30 p.m.

8:00 a.m.-4:30 p.m.

KFY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT	*24 HR RGNL DUTY OFFICE	BUSINESS
NAME	TELEPHONE #	HOURS

AIRPORT NAME	DUTY OFFICE TELEPHONE #	BUSINESS Hours
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m5:00 p.m.
Andrews AFB, MD	718-995-5426	8:00 a.m4:30 p.m.

Baltimore/Washington

Boston Logan Intl. MA

Burbank/Bob Hope, CA

Chicago O'Hare Intl. IL

Chicago Midway, IL

Charlotte Douglas Intl, NC

Cleveland Hopkins Intl, OH

Covington/Cincinnati, OH

Dallas/Ft. Worth Intl. TX

Fort Lauderdale Intl. FL

Intercontinental/Houston, TX

Hartsfield-Jackson Atlanta Intl. GA

Louis Armstrong New Orleans Intl, LA

Norman Y. Mineta San Jose Intl, CA

Dayton Cox Intl, OH

Denver Intl, CO

George Bush

Honolulu Intl. HI

Houston Hobby, TX

Indianapolis Intl. IN

Kansas City Intl. MO

Los Angeles Intl, CA

Memphis Intl. TN

Nashville Intl. TN

Ontario Intl. CA

Orlando Intl. FL

Philadelphia Intl, PA

Pittsburgh Intl, PA

Raleigh-Durham, NC

Portland Intl, OR

National, DC

Salt Lake City, UT

San Juan Intl. PR

Teterboro, NJ

San Antonio Intl, TX

San Francisco Intl. CA

Seattle-Tacoma Intl. WA

St. Louis Lambert, MO Tampa Intl, FL

Phoenix Sky Harbor Intl, AZ

Ronald Reagan Washington

San Diego Lindbergh Intl, CA

Ted Stevens Anchorage Intl, AK

Washington Dulles Intl, DC

West Palm Beach, FL

Westchester Co, NY

Miami Intl, FL

Las Vegas McCarran, NV

Minneapolis/St. Paul. MN

New York Kennedy Intl, NY

New York La Guardia, NY

Newark Liberty Intl. NJ

Kahului/Maui, HI

Detroit Metro, MI

Fairbanks Intl, AK

Bradley Intl, CT

Intl Thurgood Marshall, MD

AIRPORT	DUTY OFFICE	BUSINES
NAME	TELEPHONE #	HOURS

718-995-5426

781-238-7001

617-238-7001

310-725-3300

404-305-5180

847-294-8400

847-294-8400

847-294-8400

708-294-7401

817-222-5006

847-294-8400

425-227-1389

847-294-8400

907-271-5936

404-305-5180

817-222-5006

404-305-5180

310-725-3300

817-222-5006

847-294-8400

310-725-3300

816-329-3000

310-725-3300

310-725-3300

817-222-5006

404-305-5180

404-305-5180

847-294-8400

404-305-5180

718-995-5426

718-995-5426

718-995-5426

310-725-3300

310-725-3300

404-305-5180

718-995-5426

310-725-3300

718-995-5426

425-227-1389

404-305-5180

718-995-5426

425-227-1389

817-222-5006

310-725-3300

310-725-3300

404-305-5180

425-227-1389

816-329-3000

404-305-5180

907-271-5936

718-995-5426

718-995-5426

404-305-5180

718-995-5426

SW. 23 SEP 2010 to 18 NOV 2010

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

AIRPORT	DUTY OFFICE	BUSINESS
NAME	TELEPHONE #	Hours
buguerque Intl Sunport, NM	817-222-5006	8:00 a.m5:00 p.m.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment

(25 kHz channel spacing) is required. RALBUOUEROUE CENTER - 134.6 132.8 H-4-5-6-7. L-5-6-7-8-10-15-17-19 Alamogordo - 132.65 132.65 (KZAB) Animas - 134.45 133.0 Carlsbad - 135.875 Childs Peak - 135.15 132.45 126.45 125.25 Clines Corner - 133.65 133.65 132.8 125.075 El Paso B - 128.2 125.525 Globe Nr 1 - 135.725 132.9 132.9 Globe Nr 2 - 135.15 133.85 132.35 132.35 125.4 Mesa Rica - 125.075 119.45 Mount Dora - 133.05 127.85 Prescott - 135.325 134.325 128.45 Raton - 132.8 Roswell - 132.65 132.65 Sandia Mountain - 132.8 Silver City - 134.45 Tesugue Peak - 132.8 Truth or Consequences - 128.2 Tucson - 134.45 133.0 Tucumcari - 132.32 126.92 126.85 119.45 West Mesa - 134.6 133.65 133.65 124.325 119.45 Winslow - 128.125 124.5 Zuni - 134.6 132.9 132.9 124.325 120.55

H-1-2-3-4-5-6, L-8-9-10-11-12-13-14-15

(KZDV)

R DENVER CENTER - 125.9 Alamosa - 128.375 Aspen - 134.5 132.85 125.35 119.85

Brush A – 133.95 Brush B – 118.475 Casper – 133.675 Cortez – 134.7 118.575 Denver – 133.4 132.85 128.65 126.875 125.95 Denver A – 126.5

Grand Mesa - 135.125 134.275 126.725 125.675

Durango - 118.575 Eastonville - 134.975 132.225 Farmington - 128.125 125.675 118.575 Goodland - 132.5

Grand Mesa B - 134.5 Gunnison - 133.525 125.35 Hanksville - 127.55 Hayden - 128.325 120.475

Denver B - 119.85

Grand Mesa A - 125.35

Kremmling – 132.85 128.65 La Junta – 134.125 133.4 132.225 128.37 Montrose – 125.35 Ogallala – 126.325 132.7

Bakersfield - 127.1

Pueblo - 135.4 132.225 128.375 Tuba City - 132.875 127.55 118.225 Walton Peak - 126.5

RL. A. CENTER

H-3-4, L-3-4-5-7-8-9, A-2

Arr—Dep U.S. - 135.45 134.55 134.4 133.4 132.15 128.05 127.4 126.4 126.0 119.0 (KZLA)

Baldwin Hills – 132.85 Barstow – 134.65 133.55 132.5 132.3 126.35 125.725 Blythe – 134.475 127.525

Cedar City – 135.55 135.25 127.35 124.2 Edom Hill – 133.75 126.7

Gaviota - 121.5 121.5 Julian - 127.525 126.775 Kooler 124.625 124.625

Keeler – 124.625 124.625 Laguna – 128.6 128.15 125.65 125.65 119.95 Lebec – 135.3 128.375

FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and

above, "T" indicates transmit only and "R" indicates receive only, RCO's available at NAVAID's are listed after the NAVAID

ALBUOUEROUE AFSS ALBUQUERQUE RCO 122.55 ALAMOGORDO RCO 122.15

CARLSBAD RCO 122.65 CIMARRON VORTAC 116.4T 122.1R CLINES CORNERS RCO 122.3 CLOVIS RCO 122.5 CORONA VORTAC 115.5T 122.1R

ANTON CHICO VORTAC 117.8T 122.1R

name, RCO's not at NAVAID's are listed by name.

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DEMING RCO 122.2 FARMINGTON RCO 122.4 GALLUP VORTAC 115.1T 122.1R 122.6

LAS VEGAS RCO 122.6 ROSWELL RCO 122.45

RUIDOSO RCO 122.25

SANTA FE RCO 122.2 SILVER CITY VORTAC 110.8T 122.1R SOCORRO VORTAC 116.8T 122.1Re

TAOS VORTAC 117.6T 122.1R 122.25

TRUTH OR CONSEQUENCES RCO 122.2 TUCUMCARI RCO 122.35 ZUNI RCO 122.05

CEDAR CITY AFSS ABAJO PEAK RCO 122.55 BONNEVILLE VORTAC 112.3T 122.1R

HOBBS RCO 122.2

CARBON RCO 122.2

BRYCE CANYON RCO 122.2 **BULLFROG BASIN RCO 122.4** CEDAR CITY RCO 122.2 122.6 DELLE RCO 122.5

DELTA RCO 122.55 FAIRFIELD RCO 122.25 FRANCIS PEAK RCO 122.2

HALLS CROSSING RCO 122.4 HANKSVILLE RCO 122.65 LUCIN VORTAC 113.6T 122.1R MILFORD VORTAC 112.1T 122.1R

MOAB RCO 122.3 MYTON VORTAC 112.7T 122.1R **OGDEN RCO 122.45** RICHFIELD RCO 122.5 ST GEORGE RCO 122.5 SALT LAKE CITY RCO 122.4

VERNAL RCO 122.35 DENVER AFSS AKRON RCO 120.675 ALAMOSA RCO 122.15 BADGER MOUNTAIN RCO 122.2

BLACK FOREST RCO 122.25 BLUE MESA RCO 122.55 CORTEZ RCO 122.3

DURANGO RCO 122.35 EAGLE RCO 122.2

DENVER RCO 122.2 122.35 123.65 DOVE CREEK RCO 122.5 FORT COLLINS-LOVELAND RCO 122.4 GILL RCO 122.65 GLENWOOD SPRINGS RCO 122.2

GRAND JUNCTION RCO 122.6 GRAND MESA RCO 122.2

HAYDEN RCO 122.25 KREMMLING RCO 122.3 LA JUNTA RCO 122.6

FLIGHT SERVICE STATION COMMUNICATION FREQUENCIES	347
LAMAR VORTAC 116.9T 122.1R LIMON RCO 122.475 MEEKER RCO 122.15 MONTROSE RCO 122.65 PUEBLO RCO 122.2 RANGELY RCO 122.65 RED TABLE MOUNTAIN RCO 122.4 RIFLE RCO 122.5 STEAMBOAT SPRINGS RCO 122.2 TELLURIDE RCO 122.15 TRINIDAD RCO 122.2	
HAWTHORNE AFSS BURBANK RCO 122.35 FILLMORE VORTAC 112.5T 122.1R GUADALUPE VOR 111.0T 122.1R HAWTHORNE RCO 122.2 122.5 PASO ROBLES RCO 122.4 SAN MARCUS VORTAC 114.9T 122.1R 122.3	
OAKLAND AFSS ARCATA RCO 122.6 CRESCENT CITY RCO 122.3 EUREKA RCO 122.35 GARBERVILLE RCO 122.3 MOUNTAIN VIEW RCO 122.5 MOUNT TAMALPAIS RCO 122.55 OAKLAND RCO 122.2 122.5 129.4 131.95 POINT ARENA RCO 122.6 SALINAS RCO 122.6 UKIAH RCO 122.35	
PRESCOTT AFSS AJO RCO 122.65 BAGDAD RCO 122.4 BLACK METAL PEAK RCO 122.55 BUCKEYE VORTAC 110.6T 122.1R COCHISE VORTAC 115.8T 122.1R DOUGLAS RCO 122.6 FLAGSTAFF VOR/DME 113.85T 123.65R GILA BEND VORTAC 116.6T 122.1R GLOBE RCO 122.3 GRAND CANYON RCO 123.65 KAYENTA RCO 122.45 KINGMAN VOR/DME 108.8T 122.1R MINGUS MOUNTAIN RCO 122.4 MOUNT LEMMON RCO 122.4 NEEDLES VORTAC 115.2T 122.1R NOGALES RCO 122.4 PAGE RCO 122.6 PEACH SPRINGS RCO 122.25 PHOENIX RCO 122.2 122.6 PRESCOTT RCO 122.2 122.6 PRESCOTT RCO 122.3 ST JOHNS VORTAC 114.8T 122.1R TUBA CITY VORTAC 113.5T 122.0SR TUCSON RCO 122.2 WINSLOW RCO 122.2 WINSLOW RCO 122.2 WINSLOW RCO 122.2 WINSLOW RCO 122.2 VUMA RCO 122.2	
RANCHO MURIETA AFSS ANGELS CAMP RCO 122.3 ANTELOPE MOUNTAIN RCO 122.4 BAKERSFIELD RCO 122.45 CHICO VOR/DME 109.8T 122.1R EL NIDO VOR/DME 114.2T 122.1R FALL RIVER MILLS RCO 122.4 FELLOWS VORTAC 117.5T 122.1R FORT JONES VOR/DME 109.6T 122.1R	

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FRESNO RCO 122.2 **122.55** GORMAN VORTAC 116.1T 122.1R HANGTOWN VOR/DME 115.5T 122.1R

MARYSVILLE VOR/DME 110.8T 122.1R 122.6

MAXWELL VORTAC 110.0T 122.1R MODESTO VOR/DME 114.6T 122.1R

PANOCHE VORTAC 112.6T 122.1R

QUINCY RCO 122.4 RANCHO MURIETA RCO 122.2

RED BLUFF RCO 122.4

REDDING VOR/DME 108.4T 122.1R

SACRAMENTO RCO 122.05

STOCKTON RCO 122.65

TULE PORTERVILLE VOR/DME 109.2T 122.1R

VISALIA VOR/DME 109.4T 122.1R WEAVERVILLE RCO 122.4

RENO AFSS

BEATTY VORTAC 114.7T 122.1R COALDALE VORTAC 117.7T 122.1R CURRANT RCO 122.3

ELKO RCO 122.6 ELY RCO 122.2

EUREKA RCO 122.3 HAZEN VORTAC 114.1T 122.1R

JACKPOT RCO 122.5

LAS VEGAS RCO 122.4

LOVELOCK RCO 122.4

MINA VORTAC 115.1T 122.1R MORMON MESA VORTAC 114.3T 122.1R

MOUNT LEWIS RCO 122.65

MOUNT POTOSI RCO 122.35

RENO RCO 122.2 122.5

SOD HOUSE RCO 122.6

SQUAW VALLEY RCO 122.25

TONOPAH RCO 122.6

WELLS VOR 114.2T 122.1R

WILSON CREEK VORTAC 116.3T 122.1R WINNEMUCCA RCO 122.3

RIVERSIDE AFSS

BARSTOW RCO 122.3

BISHOP RCO 122.6

BLYTHE RCO 122.4

DAGGETT RCO 122.2

GOFFS VORTAC 114.4T 122.05R FURNACE CREEK RCO 122.2

HEOTOD VODTAG 440 77 400 45

HECTOR VORTAC 112.7T 122.1R

HOMELAND VOR 113.4T 122.1R

LANCASTER RCO 122.2 MAMMOTH RCO 122.15

NEEDLES RCO 122.2

PALM SPRINGS VORTAC 115.5T 122.1R

PARKER VORTAC 117.9T 122.1R

POMONA RCO 123.65

RAND MOUNTAIN RCO 122.4

RIVERSIDE RCO 122.05 122.2

SANTA ANA RCO 122.45

THERMAL RCO 122.3

TWENTYNINE PALMS VORTAC 114.2T 122.1R

SAN DIEGO AFSS

BARD VORTAC 116.8T 122.1R

IMPERIAL VORTAC 115.9T 122.1R 122.5

JULIAN RCO 123.65

OCEANSIDE VORTAC 115.3T 122.1R

SAN DIEGO RCO 122.2 122.4

YUMA RCO 122.6

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FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office–Federal Aviation Administration.

ARIZONA

17777 N. Perimeter Drive, Suite 101 Scottsdale, AZ 85255 Telephone: 480-419-0111

CALIFORNIA

Fresno Air Terminal 4955 E. Anderson, Suite #110 Fresno, CA 93727–1573 Telephone: 559–487–5306

5001 Airport Plaza Drive, Suite #100 Long Beach, CA 90815

Telephone: 562-420-1755

2250 E. Imperial Highway, Suite #140 El Segundo, CA 90245

Telephone: 310-215-2150

1420 Harbor Bav Parkway, Suite 280

Alameda, CA 94502–7083 Telephone: 510–748–0122

Telephone: 510-748-012: Fax: 510-748-9559

6961 Flight Rd. Riverside, CA 92504 Telephone: 951–276–6701

6650 Belleau Wood Lane Sacramento, CA 95822

Telephone: 916-422-0272

8525 Gibbs Drive, Suite 120 San Diego, CA 92123 Telephone: 619–557–5281

San Francisco IFO 831 Mitten Road, Room 105 Burlingame, CA 94010–1303

Burlingame, CA 94010–1303 Telephone: 650–876–2771 San Francisco CMO

863 Mitten Road, Building B Burlingame, CA 94010–1303 Telephone: 650–876–9013 1250 Aviation Ave., Suite 295 San Jose, CA 95110-1130 Telephone: 408-291-7681

16501 Sherman Way, Suite 330 Van Nuys, CA 91406 Telephone: 818–904–6291

COLORADO

26805 E. 68th Avenue, Suite 200 Denver, C0 80249-6361 Telephone: 303-342-1100

NFVADA

7181 Amigo Street, Suite 180 Las Vegas, NV 89119 Telephone: 702–269–1445 Fax: 702–269–8013

4900 Energy Way Reno, NV 89502 Telephone: 775–858–7700

NEW MEXICO

1601 Randolph Road SE, Suite 200N Albuquerque, NM 87106 Telephone: 505-764-1200 1-800-531-8999 (NM only) 1-800-531-1124

UTAH

1020 North Flyer Way Salt Lake City, UT 84116 Telephone: 801–257–5020

350 ROUTES

PREFERRED IFR ROUTES A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize routes

changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

- 1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
- 2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
- 3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
- 4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
 - 5. Where more than one route is listed the routes have equal priority for use.
 - 6. Official location identifiers are used in the route description for VOR/VORTAC navaids.
 - 7. Intersection names are spelled out.
- 8. Navaid and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
- Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
- 10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
 - 11. (90-170 incl) altitude flight level assignment in hundred of feet.
- 12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
 - 13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

	Sun	1300-	2259 I	ocal t	time.
	Mon thru Fri	0701-	2259 I	ocal t	time.
	Sat	0701-	1459 I	ocal t	time.
1	Hee current CIDs and CTARCs for flight planning				

- 14. Use current SIDs and STARSs for flight planning.
- 15. For high altitude routes, the portion of the routes contained in brackets [] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

LOW ALTITUDE

Terminals	Route	Times (UTC)
SAN FRANCISCO/OAKLAND METRO AREA		
From SAN FRANCISCO Area: West Bay		
Airports		
Los Angeles Area	(70-90-110-130-150-170) V27 VTU V299	
	SADDE V107 LAX	1400-0800
From OAKLAND Area: East Bay Airports		
Los Angeles Area	(70-90-110-130-150-170) V109 PXN V113	1400-0800
	V485 V299 SADDE V107 LAX	

J18 GCK J96 IRK BDF-STAR

(Turbojets-non-advanced NAV only) LLO TEXNN-STAR (Turbojets-DME/DME/IRU or GPS) LLO COACH (RNAV)-STAR.....

(DME/DME/IRU or GPS) LLO BAZBL (RNAV)-STAR LLO RIICE-STAR.....

OBK CRL HIMEZ-STAR

(all B747, B767, B727, DC10, DC87, L1011) DAG LAS BCE MTU OCS J94 ONL J148 MCW JVL-STAR.....

Route

Terminals

ASPEN (ASE)

BURBANK (BUR)

ALBUQUERQUE (ABQ)

Chicago O'Hare (ORD).....

Houston (HOU).....

Houston (IAH)

Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)

Chicago O'Hare (ORD).....

PREFERRED IFR ROUTES

(UTC)

1100-0400

0000-2359

0000-2359

1100-0300

1100-0400

1100-0400

1500-0100

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	or
	(all other jets) DAG EED DRK J96 IRK BDF-STAR
Detroit Metro-Wayne Co (DTW)	[BUR OBH] OBH J100 DBQ BAE MKG
	POLAR-STAR
Detroit Metro Area (PTK), (YIP), (ARB)	[BUR OBH] OBH J100 DBQ BAE MKG LAN
(DET), (CYQG)	SPRTN-STAR
DENVER (DEN)	IDEN ONLY /Trush sints ODC on DME /DME IDII
Boca Raton (BCT)	[DEN ONL] (Turbojets–GPS or DME/DME-IRU
	equipped) RZC MEM VUZ MGM SZW PRRIE
Boston (BOS)	(RNAV)-STAR [DEN ONL] J94 DBQ BAE J16 ALB GDM-STAR
Chicago O'Hare (ORD)	[DEN ONL] MCW JVL-STAR
Cleveland Metro Area (CLE) (CGF) (BKL)	[DEN ONE] MOW IVE-STAIL
(LNN) (LPR)	OBK CRL HIMEZ-STAR
Dallas/Fort Worth (DFW)	J17 AMA J58 SPS UKW
Detroit Metro-Wayne Co (DTW)	[DEN OBH] J100 DBQ BAE MKG POLAR-STAR
Fort Lauderdale (FLL)	(all others) [DEN ICT] RZC VUZ MGM SZW J41 PIE
	FORTL-STAR
	or
	(GPS or DME/DME-IRU equipped) [DEN ICT] RCZ
	VUZ MGM SZW JINGL (RNAV)-STAR
Ft Myers (RSW)	TTT J58 HRV Q105 BLVNS Q102 BAGGS TYNEE
	(RNAV)-STAR
Houston (HOU)	(Turbojets) PNH MQP ELLVR TEXNN-STAR
Houston (IAH)	PNH MQP RIICE-STAR
Kennedy (JFK)	[DEN ONL] J94 OBK J584 CRL J554 JHW J70 LVZ
	LENDY-STAR
Miami (MIA)	(all others) [DEN ICT] RZC VUZ MGM SZW J41 PIE
	CYY-STAR
	or (Turbojets-GPS or DME/DME-IRU equipped) [DEN
	ICT] ICT RZC VUZ MGM SZW SSCOT
	(RNAV)-STAR
Newark (EWR)	IOW GIJ J554 CRL J584 SLT FQM-STAR
Orlando Intl (MCO)	[DEN ICT] RZC MEM J41 PIE LAL
, , , , , , , , , , , , , , , , , , , ,	or
	(GPS or DME/DME-IRU equipped) ICT RZC MEM
	J41 PIE COSTR (RNAV)-STAR
Palm Beach (PBI)	[DEN ICT] (Turbojets-GPS or DME/DME-IRU
	equipped) RZC MEM VUZ MGM SZW WLACE
	(RNAV)-STAR
	or
	[DEN ICT] (Turbojets-GPS or DME/DME-IRU
	equipped) RZC MEM VUZ MGM SZW CTY
	WLACE (RNAV) -STAR
Pittsburgh (PIT)	[DEN JOT] JOT J146 J34 DJB V30 ACO V337
	CUTTA
Sarasota/Bradenton (SRQ)	DFW J58 COVIA SRQ-STAR
Tampa (TPA)	[DEN ICT] RZC VUZ MGM SZW DARBS-STAR
SW. 23 S	SEP 2010 to 18 NOV 2010

		Effective
[erminals	D	Times (UTC)
erminais	Route or	(UIC)
	[DEN ICT optional] (GPS or DME/DME-IRU	
	equipped) ICT RZC VUZ MGM SZW FOXX (RNAV)-STAR	
West Palm Beach (PBI)	[DEN ICT] (Turbojets–GPS or DME/DME–IRU	
	equipped) RZC MEM VUZ MGM SZW WLACE (RNAV)-STAR	
	or [DEN ICT] (Turbojets-GPS or DME/DME-IRU	
	equipped) RZC MEM VUZ MGM SZW CTY GULLO (RNAV)-STAR	
FRESNO (FAT)		
Denver	OAL J148 DTA J84 EKR TOMSN-STAR	1400-000
Chicago O'Hare (ORD)	(FL240 and above, All) BCE MTU OCS J94 ONL	
	J94 DBQ JVL JVL-STAR	0000-235
Cleveland Metro Area (CLE) (CGF) (BKL)	ORK ORL HIMEZ CTAR	
(LNN) (LPR) Detriot/Wayne Co (DTW)	OBK CRL HIMEZ-STARBAE MKG POLAR-STAR	
y .y	or	
Harristan (HOID	PXV VHP FWA MIZAR-STAR	
Houston (HOU)	(Turbojets) LLO TEXNN-STAR	
	FST SAT LISSE-STAR	
Houston (IAH)	(Non-advanced NAV only) LLO RIICE-STAR	
	or (Non-advanced NAV only at or above FL240) FST	
	SAT CARNE-STAR	
	or (DME/DME/IRU or GPS) LLO BAZBL	
	(RNAV)-STAR	
ONG BEACH (LGB)	FST SAT SEEDS HAMM (RNAV)-STAR	
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN	1400-230
Detroit Metro-Wayne Co (DTW)	J100 DBQ BAE MKG POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	J100 DBQ BAE MKG LAN SPRTN-STAR	1100-030
Portland, OR (PDX)	EHF J65 RBL	1300-060
Seattle/Tacoma (SEA)	EHF CZQ LIN	1300-050
Boston (BOS)	J9 MLF J107 OCS J94 DBQ BAE J16 ALB GDM-STAR	
	0f	
	J9 MLF J107 DDY J158 ABR J70 GEP J106 GRB J38 ECK J16 ALB GDM-STAR	
Chicago O'Hare (ORD)	(all B747, B767, B727, DC10, DC87, L1011)	
	DAG LAS BCE MTU OCS J94 ONL J148 MCW	4400 000
	JVL-STAR	1100-030
	(all other jets) TRM J78 DRK J96 IRK BDF-STAR	1100-030
Cleveland Metro Area (CLE) (CGF) (BKL)	OBK CRL HIMEZ-STAR	
(LNN) (LPR) Detroit Metro-Wayne (DTW)	BAE MKG POLAR-STAR	
	PXV VHP FWA MIZAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB)	14 OO DDO DAE MIKO LAN CORTAL CTAR	1100 000
(DET), (CYQG) Houston (HOU)	J100 DBQ BAE MKG LAN SPRTN-STAR FST J138 SAT LISSE-STAR	1100-030
Houston (IAH)	(Non-advanced NAV only at or above FL240) FST	
	J138 SAT CARNE-STAR	
	(DME/DME/IRU or GPS) FST J138 SAT SEEDS HAMMU (RNAV)-STAR	
Kennedy (JFK)	DAG J100 OBK J584 CRL J554 JHW J70 LVZ	
	LENDY-STAR	
	or	

Terminals	Route	Effective Times (UTC)
	J146 DVC J197 GLD J146 GIJ J554 JHW J70 LVZ LENDY-STAR	0000-1400
	or DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	1700–2359
Newark (EWR)	DAG J100 0BH J10 IOW J60 J0T J146 GIJ J554 CRL J584 SLT FQM-STAR	1700-1759 and 2100-2159
Pittsburgh (PIT)	JOT J146 J34 DJB V30 ACO V337 CUTTA or J146 DVC J197 GLD J192 IOW J146 J34 DJB V30	1300-0100
5 4 4 95 (55)	ACO V337 CUTTA	4000 0000
Portland, OR (PDX) Seattle/Tacoma (SEA) MONTEREY (MRY)	EHF J65 RBL	1300-0600 1300-0500
Denver (DEN)	OAL J148 DTA J84 EKR TOMSN-STAR	1400-0000
OAKLAND (OAK)	(51.0.4.0	
Chicago O'Hare (ORD)	(FL240 and above, Jets) to join ONL J94 DBQ JVL JVL-STAR	0000-2359
Denver (DEN)	J84 EKR TOMSN-STARor	1400-0000
Detroit Metro-Wayne Co (DTW)	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR SAC FMG J94 DBQ BAE MKG POLAR-STAR	1400-0000
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	SAC FMG J94 DBQ BAE MKG LAN SPRTN-STAR	1400-0400
Houston (HOU)	(Turbojets) PNH MQP ELLVR TEXNN-STAR (Non-advanced NAV only) PNH MQP RIICE-STAR	1100 0100
	or (DME/DME/IRU or GPS) PNH MQP BAZBL	
Newark (EWR)	(RNAV)-STAR SAC FMG J94 OBK J584 SLT FQM-STAR or	0000-2359
Phoonix (DHV)	FMG J94 OBK J584 CRL J584 SLT FQM-STAR	1600 0500
Phoenix (PHX) ONTARIO (ONT)	OAL J92 DRK	1600-0500
Chicago O'Hare (ORD)	(FL240 and above, All DC8, B747, B767, B727, DC10, L1011) DAG LAS BCE MTU OCS J94 ONL	
	J94 DBQ JVL JVL-STAR or (FL240 and above, All others) TRM J78 DRK J96	0000–2359
	IRK BDF3	0000-2359
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN DAG OBH J100 DBQ BAE MKG POLAR-STAR	1400-2300
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	OBH J100 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
Houston (HOU)	FST J138 SAT LISSE-STAR	
Houston (IAH)	FST J138 SAT GLAND-STAR DAG J100 OBK J584 CRL J554 JHW J70 LVZ	
Kennedy (JFK)	LENDY-STAR	1400-2200
Pittsburgh (PIT)	DAG J146 DVC J197 GLD J192 IOW J146 J34	
Portland (PDX)	DJB V30 ACO V337 CUTTA EHF J65 RBL	1300-0100 1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN	1300-0500
Vancouver (CYVR)	EHF CZQ LIN	1800-2100 and 2330-0200
PALM SPRINGS (PSP)		anu 2330-0200
Chicago O'Hare (ORD)	(FL240 and above, All DC8, B747, B767, B727, DC10, L1011) join ONL J94 DBQ JVL JVL-STAR or	0000-2359
	(FL240 and above, All others) join DRK J96 IRK	
PHOENIX (PHX)	J26 BDF V10 PLANO	
Chicago O'Hare (ORD) Cleveland Metro Area (CLE) (CGF) (BKL)	J18 SLN J96 IRK BDF-STAR	0000-2359
(LNN) (LPR)	OBK CRL HIMEZ-STAR	1400 0000
Dallas/Fort Worth (DFW) Detroit Metro-Wayne (DTW)	CIE J2 ELP J50 INK JEN	1400–2300
	or	

4 PR	REFERRED IFR ROUTES		
Terminals	Route	Effective Times (UTC)	
	PXV VHP FWA MIZAR-STAR		
Detroit Metro Area (PTK), (YIP), (ARB)	PAYSO GUP J102 ALS J13 FQF J128 DBQ BAE		
(DET), (CYQG)	MKG LAN SPRTN-STAR	1100-030	
Houston (HOU)	FST J138 SAT LISSE-STAR		
Houston (IAH)	(Non-advanced NAV only) FST J138 SAT CARNE-STAR		
	or (DME/DME/IRU or GPS) FST J138 SAT SEEDS		
	HAMMU (RNAV)-STAR		
Kennedy (JFK)	J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ		
	J554 JHW J70 LVZ LENDY-STAR	0000–142	
	or GUP J102 ALS PUB GLD J146 GIJ J554 JHW J70		
	LVZ LENDY-STAR	0000-142	
	or		
	GUP J102 ALS PUB GLD J197 OBH J100 OBK		
Newark (EWR)	J584 CRL J554 JHW J70 LVZ LENDY-STAR	1430–235	
Newark (EWR)	J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ J554 CRL J584 FQM-STAR		
	or		
	GUP J102 ALS PUB GLD J146 GIJ J554 CRL J584		
Onlined (OAK)	FQM-STAR	0000-145	
Oakland (OAK) San Francisco (SFO)	J92 OAL ECA V195	1600-050 1600-050	
San Jose (SJC)	J92 OAL HYP	1600-050	
RENO (RNO)			
Chicago O'Hare (ORD)	J32 CZI J82 FSD J16 MCW JVL-STAR	0000-235	
Denver (DEN)	MVA EKR TOMSN-STAR	1400-000	
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR	1400-000	
SACRAMENTO (SAC)			
Chicago O'Hare (ORD)	(FL240 and above, Jets) to join ONL J94 DBQ JVL JVL-STAR	0000-2359	
Denver (DEN)	J84 EKR TOMSN–STAR	1400-000	
Discouries (DUIV)	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR	1400-000	
Phoenix (PHX) SALT LAKE CITY (SLC)	OAL J92 DRK		
Boston (BOS)	TCH MCW J16 ECK BUF J16 ALB GDM GDM-STAR		
	or		
	OCS J107 DDY J158 ABR J70 GEP J106 GRB J38		
	ECK J16 ALB GDM-STARor		
	OCS J94 DBQ BAE J16 ALB GDM-STAR		
Chicago O'Hare (ORD)	(FL240 and above, All) OCS J94 ONL J94 DBQ JVL		
Haviston (HOH)	JVL-STAR	0000-235	
Houston (HOU)	(Turbojets-Non-advanced NAV only) PNH MQP ELLVR TEXNN-STAR		
	or		
	(Turbojets—DME/DME/IRU or GPS) PHN MQP		
	ELLVR COACH (RNAV)-STAR		
Houston (IAH)	PNH MQP RIICE-STAR		
	or (DME/DME/IRU or GPS) PNH MQP BAZBL		
	(RNAV)-STAR		
Kennedy (JFK)	OCS J94 OBK J584 CRL J554 JHW J70 LVZ		
CANI DIFOO (CANI)	LENDY-STAR	0700-235	
SAN DIEGO (SAN) Chicago O'Hare (ORD)	IPL J18 SLN J96 IRK BDF-STAR	0000-235	
Cleveland Metro Area (CLE) (CGF) (BKL)	11 E 323 SEN 330 INN BBI -STAN	0000-233	
(LNN) (LPR)	OBK CRL HIMEZ-STAR		
Dallas/Fort Worth (DFW)	IPL J18 GBN J50 SSO J4 INK JEN	1400-230	
Detroit (Moune (DEM)	BAE MKG POLAR-STAR		
Detroit/Wayne (DFW)	or		

• • •		00
		Effective Times
Terminals	Route	(UTC)
Harris (HOID)	PXV VHP FWA MIZAR-STAR	
Houston (HOU) Houston (IAH)	FST J138 SAT LISSE-STAR(Non-advanced NAV only at or above FL240) FST	
Houston (IAH)	J138 SAT CARNE-STAR	
	(DME/DME/IRU or GPS) FST J138 SAT SEEDS	
	HAMMU (RNAV)-STAR	
Kennedy (JFK)	IPL J18 PXR J102 ALS PUB GLD J197 OBH J100	
	OBK J584 CRL J554 JHW J70 LVZ	4400 0050
Pittsburgh (PIT)	JOT J146 J34 DJB V30 ACO V337 CUTTA	1430-2359 1300-0100
rittsbuigii (FII)	or	1300-0100
	DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO	
	V337 CUTTA	
Portland (PDX)	EHF J65 RBL J1	1300-0600
Seattle/Tacoma (SEA) Vancouver (CYVR)	EHF CZQ LIN J189 BTG OLM-STAR EHF CZQ LIN J189 LMT J65 SEA PAE	1300-0500
various (or vity	ACORD-STAR	1800-2100
		and 2330-0200
SAN FRANCISCO (SFO)		
Boston (BOS)	FMG J94 DBQ BAE J16 ALB GDM-STAR	450
Chicago O'Hare (ORD) Cleveland Metro Area (CLE) (CGF) (BKL)	FMG J32 CZI J82 FSD J16 MCW JVL-STAR	1500-0400
(LNN) (LPR)	OBK CRL HIMEZ-STAR	
Denver (DEN)	J84 EKR TOMSN-STAR	1400-0000
	or	
Data it Mater Warra (DTM)	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR	1400-0000
Detroit Metro-Wayne (DTW)	PXV VHP FWA MIZAR-STARor	
	BAE MKG POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB)		
(DET), (CYQG)	SAC FMG J94 DBQ BAE MKG LAN SPRTN-STAR	1400-0400
Houston (HOU) Houston (IAH)	(Turbojets) PNH MQP ELLVR TEXNN-STAR(Non-advanced NAV only) PNH MQP RIICE-STAR	
Houston (IAIT)	or	
	(DME/DME/IRU or GPS) PHN MQP BAZBL	
	(RNAV)-STAR	
Kennedy (JFK)	FMG J94 OBK J584 CRL J554 JHW J70 LVZ	
Name of (EMP)	LENDY-STAR	0000-2359
Newark (EWR) Phoenix (PHX)	FMG J94 OBK J584 SLT FQM-STAR OAL J92 DRK	0000-2359 1600-0500
Pittsburgh (PIT)	FMG J94 BFF OBH DSM IOW J60 JOT J146 J34	1000-0300
	DJB V30 ACO V337 CUTTA	1300-0100
Toronto (CYYZ)	FMG J32 ABR J70 GEP J106 GRB J38 ECK	
	YWT-STAR	
SAN JOSE (SJC)	(F) 0.40	
Chicago O'Hare (ORD)	(FL240 and above, All) J32 BAM J94 DBQ JVL	0000 0050
Denver (DEN)	JVL-STARJ84 EKR TOMSN-STAR	0000-2359 1400-0000
Houston (HOU)	(Turbojets (Non-advanced NAV only)) LLO	1400-0000
, ,	TEXNN-STAR	
Houston (IAH)	LLO RIICE-STAR	
	or	
	(DME/DME/IRU or GPS) LLO BAZBL	
Phoenix (PHX)	(RNAV)-STAROAL J92 DRK	1600-0500
SANTA ANA (SNA)	0/12 JUZ DIM	1000-0300
Chicago O'Hare (ORD)	TRM J78 DRK J96 IRK J26 BDF V10 PLANO	
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN	1400-2300
Detroit Metro-Wayne Co (DTW)	TRM PKE J96 DRK FLG J10 FQF J128 DBQ BAE	
Portland (PDV)	MKG POLAR-STAR	1100-0300
Portland (PDX) Seattle/Tacoma (SEA)	EHF J65 RBL J1 OED EHF CZQ LIN J189 LMT	1300-0600 1300-0500
FUCSON (TUS)	EIII 02Q EIII 3103 EIII	1300-0300
Cleveland Metro Area (CLE) (CGF) (BKL)		
(LNN) (LPR)	OBK CRL HIMEZ-STAR	
Hauston (HOII)	FST J138 SAT LISSE-STAR	
Houston (HOU) Houston (IAH)	FST J138 SAT CARNE-STAR	

PREFERRED IFR ROUTES

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SOUTHFAST

SPECIAL HIGH ALTITUDE ARRIVAL ROUTES FOR DENVER TERMINAL AREA

over LAA QUAIL-STAR Denver SOUTH Denver over TBE J171 TODDE OUAIL-STAR over ALS LARKS-STAR..... over HBU POWDR-STAR SOUTHWEST Denver..... over DVC J146 HBU POWDR-STAR over TBC ABOTS LARKS-STAR over TBC J128 HBU POWDR-STAR..... over FMN LARKS-STAR over ALS LARKS-STAR..... WEST over EKR TOMSN-STAR..... Denver..... over TCH J56 CHE TOMSN-STAR..... over OCS J154 ALPOE RAMMS-STAR..... NORTHWEST Denver..... over MBW RAMMS-STAR..... NORTH Denver..... over BFF LANDR-STAR **NORTHEAST** over ONL J114 SNY LANDR-STAR..... over OBH J10 LBF SAYGE-STAR **EAST** over OBH J10 LBF SAYGE-STAR Denver over GCK J154 RYLIE DANDD-STAR

Salt Lake City over OCS BRIGHAM CITY-STAR

TPH CANDA HYPER (RNAV)-STAR

Effective Times

(UTC)

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

EAST

Terminals Route Traffic overflying Salt Lake Center, westbound south of a line from Rock Springs VORTAC (OCS) to Mina VORTAC Salt Lake City (ZLC)..... TATOO DOUGLE MADWIN-STAR..... RUMPS OAL MODESTO-STAR

PREFERRED	IFR ROUTES
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Traffic overflying Salt Lake Center, westbound north of a line from Rock Springs VORTAC (OCS) to Mina VOR (MVA):				
Salt Lake City (ZLC)	FMG RAIDR (RNAV)-STAR			
	or			
	FMG ILA PYE GOLDEN GATE-STAR			
	or			
	FMG HYPER (RNAV)-STAR			
Transcon flights overflying Salt Lake City Cent	er, westbound south of Wasatch VORTAC (TCH):			
Salt Lake City (ZLC)	DTA TATOO DUGLE MADWIN-STAR			
Salt Lake City (ZLC)	DTA RUMPS OAL MODESTO-STAR			
Salt Lake City (ZLC)	ILC TATOO DUGLE MADWIN-STAR			
Salt Lake City (ZLC)	ILC RUMPS OAL MODESTO-STAR			
Transcon flights overflying Salt Lake City Cent	er, westbound Wasatch VORTAC (TCH) or north of (TCH):			
Salt Lake City (ZLC)	FMG RAIDR (RNAV)-STAR			
Salt Lake City (ZLC)	FMG ILA PYE GOLDEN GATE-STAR			
Traffic departing Salt Lake City Center, westbo	ound south of Wasatch VORTAC (TCH):			
Salt Lake City (ZLC)	TPH CANDA EL NIDO-STAR			
Traffic departing Salt Lake City Center, westbo	ound from or north of Wasatch VORTAC (TCH):			
Salt Lake City (ZLC)	FMG EL NIDO-STAR			

HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Effective

		Direction	Times
Airway	Segment Fixes	Effective	(UTC)
J110	Farmington, NM to Boulder City, NV	West	1500-0300

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authorized. O routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note

that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. O routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

Route

Q1

02

03

05

Q7

09

Q11

013

015

019

Q20

021

Q22

023

Segment

ELMAA-ERAVE

ERAVE-EASON EASON-EBINY

EBINY-ENVIE

ENVIE-ETCHY

BOILE-HEDVI

HEDVI-HOBOL HOBOL-ITUCO

ITUCO-NEWMAN

FEPOT-FAMUK

FAMUK-FRFLY

FRFLY-FINER

FINER-FOWND FOWND-POINT REYES

BOILE-HEDVI

HEDVI-SCOLE

SCOLE-SPTFR

SPTFR-ZEBOL ZEBOL-SKTTR

SKTTR-EL PASO

HAROB-HISKU

HISKU-HARPR

HARPR-HOMEG

HOMEG-HUPTU HUPTU-STIKM

JINMO-JOGEN

IOGEN-IUNEI

JUNEJ-JAGWA

JAGWA-AVENAL

SUMMA-SMIGE

SMIGE-SUNBE

SUNBE-REBRG REBRG-DERBB

PAAGE-PAWLI

PAWLI-PITVE

PITVE-PUSHH PUSHH-LOS ANGELES

All segments

All segments

PLESS-NASHVILLE

CORONA-HONDS HONDS-UNNOS

UNNOS-FUSCO

GUSTI-OYSTY

OYSTY-ACMES ACMES-CATLN

FUSCO-JUNCTION

JONEZ-RAZORBACK

FORT SMITH-RAZORBACK OKM, RZC, EOS, TUL

FTCHY-POINT REYES

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DMF

BTG, OLM, HQM, HUH, UBG

LIN. ECA. RBL. ENI. SAC. OAK

TFD, GBN, BLH, PXR, TUS, CIE, SSO

EWM, TFD, PXR, CIE, SSO, TUS, TCS

OED, EUG, RBL, LMT, ENI, CVO, FJS

EED. BLH. BZA. GBN. TRM. IPL. TFD

EED, BLH, BZA, GBN, TRM, IPL, TFD EED, IPL, BZA, GBN, TFD, PXR, BLH

LIN. ECA. PYE. RBL. SAC. ENI

Q-ROUTES

CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT

OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS

OLM, TOU, HOM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT

OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS

PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS

OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH

ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV

LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS

EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ

CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA

IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED,

OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED,

EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV,

SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS

EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME

CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS

OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ

CZO, PMD, EHF, LAX, RZS, AVE, MOD, ECA

ENL, GOO, PXV, BNA, IIU, FAM, BWG, CSX CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME

ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST

AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV

RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI

SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI

FST, ACH, INK, CME, SJT, TXO, TCC

BYP, EOS, TUL, TXK, ADM, RZC, OKM

SW. 23 SEP 2010 to 18 NOV 2010

OAK, ECA, PYE, LIN, SAC, ENI, RBL

EPH, MWH

OED, SEA

None: GNSS required None; GNSS required

CNX, INK, CME, TXO, TCC

BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS

CVO. OED. EUG. LMT. RBL. ENI. ONP. FJS

HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR

HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR

BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

Q-ROUTES

ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK

ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA

WALNUT RIDGE-WLSUN MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH

BWG, PXV, ENL, BNA, TTH

WALNUT RIDGE-DEVAC LIT, JKS,GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG

OKM, SGF, RZC, EOS, TUL

EIC. LIT. ELD. OKM. TXK

ARG, LIT, FAM, SGF, MEM

MEM. ARG. LIT. JAN. ELD. SOS

030 GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG SIDON-VULCAN SQS, LIT, TXK Q31 DHART-JODOX SQS, LIT, ELD, MEM, ARG

MEM. PXV, BNA, BWG, ARG, ENL MEMPHIS_SIDAE SIDAE-POCKET CITY PXV, TTH, BWG, ENL

JODOX-MARVELL ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH MARVELL-TIIDE

TIIDE-POCKET CITY BWG, PXV, ENL, TTH AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK EL DORADO-GAGLE

GAGLE-CRAMM

CRAMM-NASHVILLE

TEXARKANA-MATIE MATIE-MEMPHIS

MEMPHIS-SWAPP

NEERO-WINEN

WINEN-CORKR

CORKR-DRAKE

TWITS-DEPEC

ROKIT-INCIN

INCIN-LAREY LAREY-BESOM

DOOMS-WINAP

WINAP-MISLE

KIMBERLY-NEERO

RAZORBACK-TWITS

DEPEC-NASHVILLE

NASHVILLE-SWAPP

ALEXANDRIA-DOOMS

KIRKSVILLE-STRUK

STRUK-DANVILLE

DANVILLE-MUNCIE MUNCIE-HIDON

HIDON-BUBAA

BUBAA-PSYKO PSYKO-BRNAN

BRNAN-MAALS

SUZIE-EAST TEXAS

EAST TEXAS-ELIOT

MAALS-SUZIE

DEFUN-HEVVN

HEVVN-PLYER

PLYER-SWABE

ST PETERSBURG-**CYPRESS**

WLSUN-POCKET CITY

FORT SMITH-ZALDA

ESTEE-POCKET CITY

HARES-MEMPHIS

GRAZN-PYRMD

PYRMD-HAKAT HAKAT-ESTEE

360

Q26

Q27

Q28

Q29

032

Q33

Q34

Q35

Q36

Q38

Q40

042

Q104

NASHVILLE-SWAPP

DHART-LITTLE ROCK

LITTLE ROCK-PROWL

JAN, SOS, MEM, ARG, VUZ, BNA, LIT BWG, MEM, VUZ, BNA, GOO

BWG, IIU, PXV, VXV, BNA, GQO AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL LIT, SWB, TXK, BYP, EIC, ELD, SQS LIT, ARG, MEM, ELD, SQS BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IIU, VXV LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE

MEI, VUZ, JYU

CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT MEM, GOO, BNA, BWG, FAM, ARG, PXV, IIU GOO, BWG, BNA, PXV, IIU

JAN, MCB, SWB, AEX JAN, JYU, MEI, SQS, VUZ

VXV, BWG, BNA, GQO, PXV, IIU DAS, LCH, SWB, IAH, LFK, HUB, AEX AEX, SWB, LCH, JAN, HEZ, MCB JAN, SQS, MEI, MCB OBK, GIJ, FWA, GSH, IRK

AIR, HVQ, CXR, EWC

CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM AIR, APE, HNN, CXR, HVQ, EWC, DJB

PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT

ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN

HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK

FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD

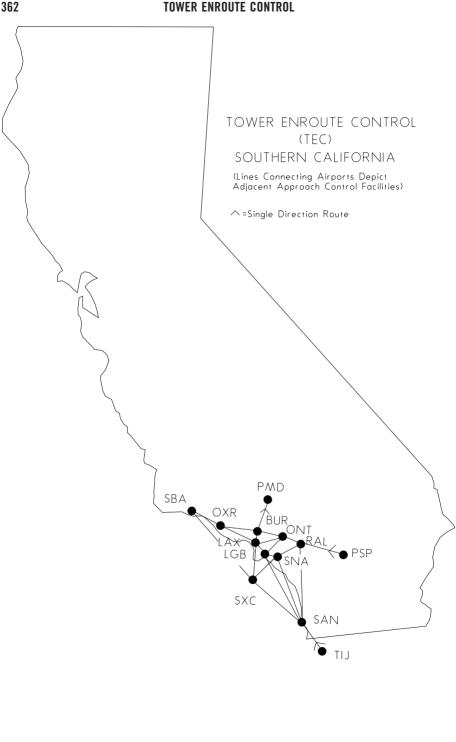
SW. 23 SEP 2010 to 18 NOV 2010

PIE, ORL, OMN, SRQ, TAY

PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN

SWABE-ST PETERSBURG LAL, ORL, OMN, SRQ, PHK, PIE

		Q-ROUTES	361
Route	Segment	DME	
Q106	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW	
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI	
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI	
Q108	GADAY-HKUNA	CEW, JYU, MGM, SZW, RRS, PZD, MAI, OTK, GEF, MGR, TAY, AMG, CRG	
Q110	THNDR-JAYMC	SRQ, VRB, PIE, LAL, VKZ, ORL, PBI	
	JAYMC-RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP	
	RVERO-KPASA	OMN, PIE, PBI, SRQ, ORL, LAL	
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG	
	BRUTS-GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK	
	GULFR-FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM	
Q112	DEFUN-HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB	
	HEVVN-INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG	
Q116	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG	
	BRUTS-GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK	
	GULFR-CEEYA	MCN, AMG, PZD, OTK, SZW, TAY	
Q118	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG	
	BRUTS-LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN	
Q501	VIXIS-GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT	,EAU,
		DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF	
	GOPHER-SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD	
Q502	KENPA-GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW	,
		MSP, MNM, ASP, TVC, GEP, RWF, BRD	
	GOPHER-SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD	
Q504	NOTAP-CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, 7 SAW, GRB, BRD	VC,
	CESNA-HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD	
Q505	OMAGA-RIMBE	SSM, TVC, ASP, SAW, GRB	
	RIMBE-CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI	
	CESNA-HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB	



(TEC)

Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "Tower Enroute" which allows flight beneath the enroute structure. The tower

descriptions provided in the Southwest U.S. Airport/Facility Directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional

enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to use the TEC route

- delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. The following items should be noted before using the graphics and route descriptions. 1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended
- to show geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight 2. The route description contains four columns of information after geographic area listed in the heading, where the departure airport is located; i.e., the airport/airports of intended landing using FAA three letter/letter-two number identifiers, the coded route number (this should be used when filing the flight plan and will be used by ATC in lieu of
- the routes. 3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival (STAR) may be applied by ATC. 4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC or radials are listed (See item 5).

reading out the full route description), the specific route (airway, radial, etc.), the altitude allowed for type of aircraft and

6. Where more than one route is listed to the same destination, ensure you file correct route for type of aircraft which is denoted after the route in the altitude column using J.M.P. or O. These are listed after item 10 under Aircraft 7. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in the

5. Routes beginning and ending with an airway indicate that the airway essentially overflies the airport or radar vectors

- proximity of major airports via the same routing. 8. Los Angeles International Airport (LAX) and four other airports (ONT-SAN-TOA-SNA) have two options due to winds
- and these affect the traffic flows and runways in use. To indicate the difference the following symbols are used after the airport: Runway Number, W for west indicating normal conditions, E for East, and N for North indicating other than normal operation. If nothing follows the airport use this route on either West, East, or North plan. Other destinations have different

arrivals due to LAX being East and they have the notation "(LAXE)." Torrance Airport is also unique in that the airport is shared between Los Angeles and Coast area of Southern California TRACON; for Runway 11 departures use Coast area

routings and for Runway 29 departures use Los Angeles area routings. 9. When filing flight plans, the coded route identifier, i.e. SANL2, VTUL4, POML3 may be used in lieu of the route of 10. Aircraft types i.e. J, M, P, and Q are listed at the beginning of the altitude and should be used with the route of flight filed. (See Aircraft Classification below). The altitudes shown are to be used for the route. This allows for separation of various arrival routes, departure routes, and overflights to, from, and over all airports in the Southern California area.

LEGENDS

AIRCRAFT CLASSIFICATION

(J) = Jet powered

will be applied.

- (M) = Turbo Props/Special (cruise speed 190 knots or greater) (P) = Non-jet (cruise speed 190 knots or greater)
- (Q) = Non-jet (cruise speed 189 knots or less)

364	TOWER ENROUTE CONTROL		
BURBANK AREA FROM: BUR VNY WHP		_	
TO:	ROUTE ID	ROUTE	ALTITUDE
HHR	BURN1	V186 ADAMM V394 HHR RY25 LOC	PQ50
HHR	BURN2	V186 V264 POM V394 HHR RY25 LOC	JM70
HHR (LAXE)	BURN3	VNY095R ELMO0	JMPQ50
LAX	BURN4	VNY095R PURMS	JMPQ50
LAX (LAXE)	BURN5	VNY SMO VNY095R DARTS	JM50PQ40
SM0	BURN6 BURN7	V186 V264 POM	JMPQ50 JM70PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR	DURINI	V180 V204 POWI	JIVITOPQSO
RIV SBD	BURN8	V186 PDZ	PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR	DOMINO	V1001 DZ	1 Q30
RIV SBD	BURN9	V186 V264 POM V197 PDZ	JM70
HMT	BURN10	V186 PDZ V186 WESIN	PQ50
HMT	BURN11	V186 V264 POM V197 PDZ V186	. 4
		WESIN	JM70
L67	BURN12	V186 PDZ PDZ078R EDITS	PQ50
L67	BURN13	V186 V264 POM V197 PDZ PDZ078R	
		EDITS	JM70
F70	BURN14	V186 PDZ V186 NIKKL	PQ50
F70	BURN15	V186 V264 POM V197 PDZ V186	
		NIKKL	JM70
AVX	BURN16	V186 BAYJY V363 DANAH SXC065R	
		SXC	PQ50
AVX	BURN17	TWINE V518 KIMMO V459 SLI V21 SXC.	JM90
AVX (LAXE)	BURN18	V186 BAYJY V363 DANAH SXC065R	
		SXC	JM50
LGB FUL SLI TOA	BURN19	V186 ADAMM V394 SLI	PQ50
SNA	BURN20	V186 BAYJY V363 POXKU V8 SLI	PQ50
LGB SNA FUL SLI TOA	BURN21	TWINE V518 KIMMO V459 SLI	JM90
FUL SLI TOA (LAXE)	BURN22	V186 ADAMM V394 SLI	JM50
SNA (LAXE)	BURN23	V186 BAYJY V363 POXKU V8 SLI	JM50
LGB (LAXE)	BURN24 BURN25	V186 ADAMM V394 SLI V186 BAYJY V363 DANAH V23 SLI	M50 J70
CRQ NFG NKX OKB	BURN26	V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB	BURN27	TWINE V518 KIMMO V459 SLI V23	FQ10
ong m a mor one	DOMAZI	OCN	JM90
CRQ NFG NKX OKB (LAXE)	BURN28	V186 BAYJY V363 DANAH V23 OCN	JM70
MYF NRS NZY SAN SDM SEE	BURN29	V186 HAILE V66 MZB	PQ90
MYF NRS NZY SAN SDM SEE	BURN30A	TWINE V518 KIMMO V459 SLI V23	. 200
		KELPS MZB	M90
MYF NRS NZY SAN SDM SEE	BURN30B	TWINE V518 KIMMO V459 SLI SLI171	
		LAX118 CARDI MZB320 MZB	J110
MYF NRS NZY SAN SDM SEE (LAXE)	BURN31	V186 BAYJY V363 DANAH V23 KELPS	
		MZB	J110M90
SAN (SANE)	BURN32	V186 BAYJY V363 DANAH V165 SARGS.	PQ50
SAN (SANE)	BURN33	TWINE V518 KIMMO V459 SLI V165	
		SARGS	J110M90
SAN (SANE) (LAXE)	BURN34	V186 POM164R V25 REDIN V165	
		SARGS	JM70
RNM	BURN35	V186 ROBNN V208 JLI	PQ70
RNM	BURN36	TWINE V518 KIMMO V459 SLI V23 OCN	
		V208 JLI	JM90
RNM (LAXE)	BURN37	V186 BAYJY V363 DANAH V23 OCN	
		V208 JLI	JM70
OXR CMA NTD	BURN38	FIM	JMPQ40
SBA	BURN39	FIM V186 DEANO V27 KWANG	JMPQ60
COAST AREA			
FROM: FUL LGB SLI SNA TOA (RWY11)	DOUTE ID	DOUTE	
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	CSTN1	SLI V23 POPPR SM0125R SM0	2010
DUD	OCTNO	SM0311R SILEX	PQ40
BUR	CSTN2	SLI V23 LAX LAX316R SILEX	JM60
WHP VNY	CSTN3	SLI V23 POPPR SM0125R SM0	DO 40
WILLD VALV	00711	SM0317R CANOG	PQ40
WHP VNY	CSTN4	SLI V23 LAX LAX320R CANOG	JM60
DUD VAIV MUD (LAVE)	CSTN5	SLI SLI333R V186 VNY	JMPQ60
BUR VNY WHP (LAXE)	CSTN6	SLI SLI340R WELLZ HHR RY25 LOC	JM70PQ40

TOWER ENROUTE CONTROL			
TO:	ROUTE ID	ROUTE	ALTITUDE
LAX	CSTN7	SLI	JM70PQ40
LAX (LAXE)	CSTN8	SLI V8 TANDY	JM50PQ40
SM0	CSTN9	SLI V23 POPPR SM0125R SM0	
		SM0059R ELM00	PQ40
SM0	CSTN10	SLI V459 DARTS	JM80
SMO (LAXE)	CSTN11	SLI SLI333R V186 DARTS	JMPQ60
CCB EMT POC	CSTN12	SLI V8 POXKU V363 POM	JMPQ50
CNO REI L65 AJO ONT RAL RIR RIV SBD	CSTN13	SLI V8 PDZ	JM60PQ50
HMT	CSTN14	SLI V8 PDZ V186 WESIN	JM60PQ50
L67	CSTN15	SLI V8 PDZ PDZ078R EDITS	JM60PQ50
F70	CSTN16	SLI V8 PDZ V186 NIKKL	JM60PQ50
CRQ NFG NKX OKB	CSTN17	V25 PACIF V208 OCN	JM70
RNM	CSTN18	V25 PACIF V208 JLI	JM70
MYF NRS NZY SAN SDM SEE	CSTN19	V25 PACIF V208 LAX118R CARDI	
CAN (CANE)	COTNOC	MZB320R MZB	J110M90
SAN (SANE)	CSTN20	V25 REDIN V165 SARGS	J110M90
SBA	CSTN21	SLI V23 LAX V299 VTU VTU282R	
ODA (LAVE)	COTNOC	KWANG	PQ60
SBA (LAXE)	CSTN22	SLI SLI333R V186 DEANO V27 KWANG	MPQ60
SBA (LAXE)	CSTN23	SXC V208 VTU VTU282R KWANG	J100
NTD OXR CMA	CSTN24	SLI V23 POPPR SM0125R SM0 VNY	PQ40
NTD CMA OXR (LAXE)	CSTN25	SLI SLI333R V186 FIM	MPQ60
FROM: LGB			
TO:	ROUTE ID	ROUTE	ALTITUDE
SBA	CSTN26	LAX V299 VTU VTU282R KWANG	J100M80
NTD OXR CMA	CSTN27	SLI V23 LAX VNY	JM60
FROM: FUL SLI SNA TOA (RWY11)			
TO:	ROUTE ID	ROUTE	ALTITUDE
SBA	CSTN28	SXC V208 VTU VTU282R KWANG	J100M80
NTD OXR CMA	CSTN29A	SLI V23 LAX VNY	M60
NTO OXR CMA	CSTN29B	SXC V208 VTU	180
FROM: SNA			
TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB	CSTN30	V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	CSTN31	V23 MZB	PQ50
RNM	CSTN32	V23 OCN V208 JLI	PQ70
SAN (SANE)	CSTN33	V23 OCN V165 SARGS	PQ50

 TO:
 ROUTE ID
 ROUTE

 CRQ NFG NKX OKB
 CSTN38
 V23 OCN

 MYF NRS NZY SAN SDM SEE
 CSTN39
 V23 MZB

 RNM
 CSTN40
 V23 OCN V208 JLI

 SAN (SANE)
 CSTN41
 V23 OCN V165 SARGS

ROUTE ID

CSTN34

CSTN35

CSTN36

CSTN37

ROUTE ID

CSTN42

CSTN43

CSTN44

CSTN45

CSTN46

CSTN47

CSTN48

SW. 23 SEP 2010 to 18 NOV 2010

ROUTE

ROUTE

SLI V64 V363 DANAH V23 OCN

JLI.....

SLI V64 V363 DANAH V23 MZB

SLI V64 V363 DANAH V165 SARGS......

SXC V21 SLI V23 POPPR SM0125R SM0 SM0311R SILEX.....

SXC V21 SLI V23 POPPR SM0125R SM0 SM0317R CANOG

SXC V21 SLI V23 LAX LAX316R SILEX ...

SXC V21 SLI V23 LAX LAX316R SILEX ...

SXC V21 SLI V23 LAX LAX320R CANOG.

SXC V21 SLI V23 LAX LAX320R CANOG.

SLI V8 POXKU V363 POM

SLI V64 V363 DANAH V23 OCN V208

ALTITUDE

PQ50

P070

PQ50

PQ50

ALTITUDE

P050

PQ50

PQ70

PQ50

ALTITUDE

PQ40

PQ40

JM60

P040

P040

JM60

JMPQ50

FROM: FUL LGB SLI TOA (RWY11) when SNA

CRO NFG NKX OKB

RNM

MYF NRS NZY SAN SDM SEE

SAN (SANE)....

BUR.....

BUR (LAXE)....

BUR.....

WHP VNY

WHP VNY (LAXE).....

WHP VNY

CCB EMT POC

FROM: FUL LGB SLI TOA (RWY 11) when

South traffic **T0**:

SNA North traffic

FROM: AVX TO:

L67	ROUTE ID CSTN49 CSTN50 CSTN51 CSTN52 CSTN53 CSTN54 CSTN55 CSTN56 CSTN56 CSTN57 CSTN58 CSTN59	ROUTE SLI V8 PDZ	ALTITUDE JM60PQ50 JM60PQ50 JM60PQ50 JM60PQ50 JMPQ50 J110M90 JMPQ70
CNO REI L65 AJO ONT RAL RIR RIV SBD L67	CSTN50 CSTN51 CSTN52 CSTN53 CSTN54 CSTN55 CSTN56 CSTN56 CSTN57 CSTN58	SLI V8 PDZ PDZ078R EDITS	JM60PQ50 JM60PQ50 JM60PQ50 JMPQ50 J110M90 JMPQ70
F70	CSTN51 CSTN52 CSTN53 CSTN54 CSTN55 CSTN56 CSTN57 CSTN58	SLI V8 PDZ V186 NIKKL SLI V8 PDZ V186 WESIN SXC V208 CON SXC V208 LAX118R CARDI MZB320R MZB SXC V208 JLI SXC V208 JCN V23 MZB SXC V208 OCN V165 SARGS	JM60PQ50 JM60PQ50 JMPQ50 J110M90 JMPQ70
HMT CRQ NFG NKX OKB	CSTN52 CSTN53 CSTN54 CSTN55 CSTN56 CSTN57 CSTN58	SLI V8 PDZ V186 WESIN	JM60PQ50 JMPQ50 J110M90 JMPQ70
CRQ NFG NKX OKB	CSTN53 CSTN54 CSTN55 CSTN56 CSTN57 CSTN58	SXC V208 OCN	JMPQ50 J110M90 JMPQ70
MYF NRS NZY SAN SDM SEE	CSTN54 CSTN55 CSTN56 CSTN57 CSTN58	SXC V208 LAX118R CARDI MZB320R MZB	J110M90 JMPQ70
RNM	CSTN55 CSTN56 CSTN57 CSTN58	MZB	JMPQ70
MYF NRS NZY SAN SDM SEE	CSTN56 CSTN57 CSTN58	SXC V208 JLISXC V208 OCN V23 MZB SXC V208 OCN V165 SARGS	JMPQ70
MYF NRS NZY SAN SDM SEE	CSTN56 CSTN57 CSTN58	SXC V208 OCN V23 MZB SXC V208 OCN V165 SARGS	
SAN (SANE)	CSTN57 CSTN58	SXC V208 OCN V165 SARGS	
NTD OXR CMASBA	CSTN58		PQ50
SBA LOS ANGELES AREA FROM: LAX West (J Class) TO: BUR WHP VNY		SYC V208 VTII	PQ50
LOS ANGELES AREA FROM: LAX West (J Class) TO: BUR WHP VNY	CSTN59		JM80PQ60
FROM: LAX West (J Class) TO: BUR WHP VNY		SXC V208 VTU VTU282R KWANG	J100M80PQ60
FROM: LAX West (J Class) TO: BUR WHP VNY			
TO: BURWHP VNY			
BUR WHP VNY	DOUTE ID	DOUTE	ALTITUDE
WHP VNY	ROUTE ID	ROUTE	ALTITUDE
	LAXN1	LAX316R SILEX	J50
	LAXN2	LAXX2OR CANOG	J50
AVX	LAXN3	LAXX DP SLI V21 SXC	J50
FUL LGB SLI SNA TOA	LAXN4	LAXX DP SLI	J50
COB EMT POC	LAXN5	LAXX DP SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAXN6	LAXX DP SLI V8 PDZ	J90
HMT	LAXN7	LAXX DP SLI V8 PDZ V186 WESIN	J90
L67	LAXN8	LAXX DP SLI V8 PDZ PDZ078R EDITS	J90
F70	LAXN9	LAXX DP SLI V8 PDZ V186 NIKKL LAXX DP SLI SLI171R ALBAS V25 PACIF	J90
CRQ NFG NKX OKB	LAXN10		1440
ANYE NEO NEW CAN ORM OFF	LAVAIAA	V208 0CN	J110
MYF NRS NZY SAN SDM SEE	LAXN11	LAXX DP MZB	J110
RNM	LAXN12	LAXX DP SLI SLI171R ALBAS V25 PACIF	
		V208 JLI	J110
SAN (SANE)	LAXN13	LAXX DP SLI SLI171R ALBAS V25 REDIN	
		V165 SARGS	J110
OXR CMA NTD	LAXN14	VENTURA DP VTU	J60
SBA	LAXN15	VENTURA DP VTU VTU282R KWANG	J100
FROM LAW 5 (1 O)			
FROM: LAX East (J Class)	DOUTE ID	DOUTE	
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN16	LAX316R SILEX	J50
WHP VNY	LAXN17	LAXX2OR CANOG	J50
AVX	LAXN18	LAXX DP SLI V21 SXC	J50
FUL LGB SLI SNA TOA	LAXN19	LAXX DP SLL VS DOXXII V2C2 DOM	J40
CNO BELLES ALO BAL DID DIV SED ONT	LAXN20	LAXX DP SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAXN21	LAXX DP SLI V8 PDZ LAXX DP SLI V8 PDZ V186 WESIN	J90
	LAXN22		J90
L67	LAXN23	LAXX DP SLI V8 PDZ PDZ078R EDITS LAXX DP SLI V8 PDZ V186 NIKKL	J90
F70	LAXN24		J90
CRQ NFG NKX OKB	LAXN25	LAXX DP SLI SLI148R V25 PACIF V208	1110
MVE NDS NOV SAN SDM SEE	LAVNOS	OCN LAXX DP SLI SLI148R V25 PACIF V208	J110
MYF NRS NZY SAN SDM SEE	LAXN26		
		LAX118R CARDI	1110
DNM	LAVNOT	MZB320R MZB	J110
RNM	LAXN27	LAXX DP SLI SLI148R V25 PACIF V208	1110
CAN (CANE)	LAVNOO	JLI	J110
SAN (SANE)	LAXN28	LAXX DP SLI SLI148R V25 REDIN V165	14.4.0
OVE OMA NED	1.422.0-	SARGS	J110
OXR CMA NTD	LAXN29	VENTURA DP VTU	J60
SBA	LAXN30	VENTURA DP VTU VTU282R KWANG	J100
EDOM LAY West and Foot (M. Olove)			
FROM: LAX West and East (M Class)	DOUTE IN	DOUTE	ALTITUDE
TO:	ROUTE ID	ROUTE LAX316R SILEX	ALTITUDE
BUR	LAXN31		M50
WHP VNY	LAXN32	LAX320R CANOGSEAL BEACH DP SLI V21 SXC	M50 M50
FUL LGB SLI SNA TOA	LAXN33	SEAL BEACH DP SLI V21 SAC	
CCB EMT POC	LAXN34	SEAL BEACH DP SLI V8 POXKU V363	M50
COD LIVIT FUC	LAXN35		MEO
ONO DELLOS ALO DAL DID DIVIGIDI COM	LAVNICO	POM	M50
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAXN36	SEAL BEACH DP SLI V8 PDZ	M50

WESIN

SEAL BEACH DP SLI V8 PDZ PDZ078R

TOWER ENROUTE CONTROL

RUITE

ROUTE ID

LAXN37

LAXN38

TN-

HMT

L67

AI TITIIDE

M50

M50

M50

Man

M90

M90

M90

M90

M90

M90

M90

M60

M60

M60

M60

AI TITIIDE

P040

P040

PQ40

PQ40

PQ50

PQ50

PQ50

PQ50

PQ50

P050

PQ50

PQ50

PQ40

PQ60

PQ60

ALTITUDE

JM50PQ40

JM50PQ40 JM50PQ40

JM50PQ40

J90MPQ50

J90MPQ50

J90MPQ50

JMPQ40

F70	LAXN39	EDITS SEAL BEACH DP SLI V8 PDZ V186 NIKKL
CRQ NFG NKX OKB (LAXW)	LAXN40	SEAL BEACH DP SLI SLI171R ALBAS V25 PACIF V208 OCN
CRQ NFG NKX OKB (LAXE)	LAXN41	SEAL BEACH DP SLI SLI148R V25 PACIF V208 OCN
MYF NRS NZY SAN SDM SEE (LAXW)	LAXN42	SEAL BEACH DP SLI SLI171R ALBAS V25 PACIF V208 LAX118R
MYF NRS NZY SAN SDM SEE (LAXE)	LAXN43	CARDI MZB320R MZB SEAL BEACH DP SLI SLI148R V25 PACIF V208 MZB320R MZB
SAN (SANE) (LAXW)	LAXN44	SEAL BEACH DP SLI SLI171R ALBAS V25 REDIN V165 SARGS
SAN (SANE) (LAXE)	LAXN45	SEAL BEACH DP SLI SLI148R V25 REDIN V165 SARGS
RNM(LAXW)	LAXN46	SEAL BEACH DP SLI SLI171R ALBAS V25 PACIF V208 JLI
RNM(LAXE)	LAXN47	SEAL BEACH DP SLI SLI148R V25 PACIF V208 JLI
OXR CMA NTD (LAXW)	LAXN48	VENTURA DP VTU
OXR CMA NTD (LAXE)	LAXN49	CHATY DP VTU
SBA (LAXW)	LAXN50	VENTURA DP VTU VTU282R KWANG
SBA (LAXE)	LAXN51	CHATY DP KWANG
FROM: LAX West and East (P and Q Class)		
TO:	ROUTE ID	ROUTE
BUR	LAXN52	LAX316R SILEX
WHP VNY	LAXN53	LAX320R CANOG
AVX FUL LGB SLI SNA TOA	LAXN54 LAXN55	SEAL BEACH DP SLI V21 SXC
CCB EMT POC	LAXN56	SEAL BEACH DP SLISEAL BEACH DP SLI V8 POXKU V363
CCB EIVIT POC	LAXINOO	
CNO REI L65 AJO RAL RIR RIV SBD ONT	LAVNET	POM SEAL BEACH DP SLI V8 PDZ
HMT	LAXN57 LAXN58	SEAL BEACH DP SLI V8 PDZ V186
TIIVII	LAXINGO	WESIN
L67	LAXN59	SEAL BEACH DP SLI V8 PDZ PDZ078R EDITS
F70	LAXN60	SEAL BEACH DP SLI V8 PDZ V186
CRQ NFG NKX OKB	LAXN61	NIKKL SEAL BEACH DP SLI V64 V363 DANAH V23 OCN
CRQ NFG NKX OKB (SNAN)	LAXN62	SEAL BEACH DP SLI V23 OCN
MYF NRS NZY SAN SDM SEE	LAXN63	SEAL BEACH DP SLI V64 V363 DANAH V23 MZB
MYF NRS NZY SAN SDM SEE (SNAN)	LAXN64	SEAL BEACH DP SLI V23 MZB
RNM	LAXN65	SEAL BEACH DP SLI V64 V363 DANAH V23 OCN JLI
RNM (SNAN)	LAXN66	SEAL BEACH DP SLI V23 OCN V208 JLI
SAN (SANE)	LAXN67	SEAL BEACH DP SLI V64 V363 DANAH V165 SARGS
OXR CMA NTD	LAXN68	VNY
SBA (LAXW)	LAXN69	VENTURA DP VTU VTU282R KWANG
SBA (LAXE)	LAXN70	CHATY DP KWANG
FROM: HHR TOA (RWY29) To:	ROUTE ID	ROUTE
BUR	SCTN1	SMO SMO311R SILEX
WHP VNY	SCTN2	SMO SMO317R CANOG
AVX	SCTN3	SXC
FUL LGB SLI SNA TOA	SCTN4	LIMBO V64 SLI
FUL LGB SLI SNA TOA (LAXE)	SCTN5	SLI
CCB EMT POC	SCTN6	LIMBO V64 SLI V8 POXKU V363 POM
CNO REI L65 AJO RAL RIR RIV SBD ONT	SCTN7	LIMBO V64 SLI V8 PDZ
HMT	SCTN8	LIMBO V64 SLI V8 PDZ V186 WESIN
SW. 2	3 SEP 2010	to 18 NOV 2010

DANAH PQ50 PQ50 DANAH P070 V208 JLI.. PQ70 DANAH

L67 SCTN9 LIMBO V64 SLI V8 PDZ PDZ078R EDITS. F70 SCTN10 LIMBO V64 SLI V8 PDZ V186 NIKKL CRO NFG NKX OKB SCTN11 LIMBO V64 V363 DANAH V23 OCN...... CRO NFG NKX OKB LIMBO V64 SLI V23 OCN SCTN12 CRO NFG NKX OKB (LAXE) SCTN13 SLI SLI148R V25 PACIF V208 OCN...... CRQ NFG NKX OKB (SNAN) SCTN14 LIMBO V64 SLI V23 OCN..... MYF NRS NZY SAN SDM SEE SCTN15 LIMBO V64 V363 DANAH V23 MZB...... MYF NRS NZY SAN SDM SEE (LAXE) SLI V64 V363 DANAH V23 MZB SCTN16 MYF NRS NZY SAN SDM SEE LIMBO V64 WILMA V25 PACIF V208

ROUTE ID

SCTN17

SCTN18

SCTN19

SCTN20

SCTN21

SCTN22

SCTN23

SCTN24

SCTN25

SCTN26

SCTN27

SCTN28

ROUTE ID

SMON1

SMON2

SMON3

SMON4

SMON5

SMON6

SMON7

SMON8

SMON9

SMON10

SMON11

SMON12

SMON13

SMON14

SMON15

SMON16

SMON17

SMON18

SMON26

SMON27

368 TN.

MYF NRS NZY SAN SDM SEE (LAXE)

MYF NRS NZY SAN SDM SEE (SNAN)

RNM

RNM (SNAN).....

RNM

RNM (LAXE)

SAN (SANE)....

SAN (SANE)....

OXR CMA NTD.....

OXR CMA NTD.....

SBA.....

BUR

WHP VNY

AVX

FUL LGB SLI SNA TOA

FUL LGB SLI SNA TOA

FUL LGB SLI SNA TOA (LAXE)

CCB EMT POC.....

CCB EMT POC

CNO REI L65 AJO RAL RIR RIV SBD ONT

CNO REI L65 AJO RAL RIR RIV SBD ONT

HMT

CRO NFG NKX OKB

CRQ NFG NKX OKB

MYF NRS NZY SAN SDM SEE (LAXE)

MYF NRS NZY SAN SDM SEE (SNAN)

FROM: SMO

TOWER ENROUTE CONTROL

RUITE

LAX118R CARDI MZB320R MZB.....

SLI SLI148R V25 PACIF V208 MZB320R

LIMBO V64 SLI V23 MZB.....

V208 JLI

LIMBO V64 SLI V23 OCN V208 JLI

LIMBO V64 SLI V23 OCN V208 JLI

SLI SLI148R V25 PACIF V208 JLI

LIMBO V64 V363 DANAH V165 SARGS ..

SARGS

SMO VNY

LAX VTU

SMO V107 SADDE V299 VTU VTU282R

SM0 SM0311R SILEX.....

SMO SMO317R CANOG SMO SMO125R SXC350R SXC.....

SM0 SM0125R V64 SLI.....

SLI SMO LAX V23 SLI.....

V363 POM.....

SLI V8 POXKU V363 POM

SMO SM0125R V64 SLI V8 PDZ

SLI V8 PDZ

SLI V8 PDZ V186 WESIN

SLI V8 PDZ PDZ078R EDITS

SLI V8 PDZ V186 NIKKL.....

SMO SM0125R V64 SLI V23 OCN

SMO LAX V23 SLI SLI148R V25 PACIF V208 LAX118R CARDI MZB320R MZB ...

SMO SM0125R V64 SLI V23 MZB......

SMO SMO125R V64 V363 DANAH V23

SMO SM0125R V64 SLI V8 PDZ V186 NIKKL.....

SMO SM0125R V64 SLI V8 PDZ V186 WESIN

SMO SMO125R V64 SLI V8 PDZ PDZ078R EDITS.....

SMO SMO125R V64 SLI V8 POXKU

LIMBO V64 WILMA V25 REDIN V165

LIMBO V64 V363 DANAH V23 OCN

AI TITIIDE

P050

P050

P050

PQ50

J90MP050

J90MPQ50

J110M90

J110M90

1110M90

1110M90

PQ50

P070

P070

P050

P040

IM60

1110M90

1110M90

J110M90

J100MP060

JM50P040

JMP070

ALTITUDE

JM50PQ40 JM50PQ40

M50PQ40

M50PQ40

JMPQ40

MP050

MPQ50

MP050

MPQ50

MP050

190

J90

J90

190

J90

PQ50

M90

J110

PQ50

PQ50

PQ50

M90

J110

PQ50

J110M90

J110M90

J50

KWANG SBA (LAXE)..... SCTN29 LAX V23 V186 DEANO V27 KWANG EDW LOO MHV PMD WJF IYK NID TSP VCV SCTN30 LAX V165 LANGE V518 PMD.....

RUITE

CRQ NFG NKX OKB SMON19 SXC V208 OCN CRO NFG NKX OKB (LAXE) SMON20 SMO LAX V23 SLI SLI148R V25 PACIF V208 OCN..... CRQ NFG NKX OKB (SNAN) SMON21 SMO SM0125R V64 SLI V23 OCN....... MYF NRS NZY SAN SDM SEE SMON22 SMO SMO125R V64 V363 DANAH V23 MZB MYF NRS NZY SAN SDM SEE (LAXE) SMON23 SMO LAX V23 SLI V64 V363 DANAH V23 MZB..... MYF NRS NZY SAN SDM SEE SMON24 SMO SM0125R V64 SLI V23 MZB....... MYF NRS NZY SAN SDM SEE SMON25 SXC V208 LAX118R CARDI MZB320R

OCN V208 JLI

SM0 SM0125R V64 SLI V23 OCN V208

SM0 SM0125R V64 SLI V23 OCN V208

TOWER ENROUTE CONTROL

RUITE

ROUTE ID

SMON28

SMON29

SMON30

TN-

RNM

RNM (SNAN).....

RNM

PQ70

M90

1110

P050

M90

1110

P040

JM60

J100MP060

JM50PQ40

ALTITUDE

JMPQ40

P060

JM80 JMPQ30

PQ40

JM80

JMPQ60

JMPQ70

JMPQ40

JMPQ40

PQ60

JM80

PQ60

JM80

ALTITUDE

JMPQ40

JMP050

JMP050

JMPQ70

PQ50

PQ50

PQ50

JM70

JM70P050

JMPQ50

JMPQ50

JMP050

JM70PQ50

JM70PQ50

JM110PQ70

JM110PQ90

JM110PQ70

J110M90

369

		JLI
RNM	SMON31	SXC V208 JLI
RNM (LAXE)	SMON32	SMO LAX V23 SLI V23 OCN V208 JLI
SAN (SANE)	SMON33	SMO SMO125R V64 V363 DANAH V165
		SARGS
SAN (SANE)	SMON34	SMO SM0125R V64 SLI V165 SARGS
SAN (SANE)	SMON35	SXC V208 PACIF V25 REDIN V165
		SARGS
OXR CMA NTD	SMON36	SMO VNY
OXR CMA NTD	SMON37	VTU
SBA	SMON38	SMO V107 SADDE V299 VTU VTU282R
ODA (LAVE)	01401100	KWANG
SBA (LAXE)	SMON39	LAX V23 V186 DEANO V27 KWANG
EMPIRE AREA		
FROM: CCB CNO EMT HMT REI L65 AJO L67		
RAL RIR RIV SBD F70 ONT POC		
TN.	ROUTE ID	ROUTE
BUR VNY WHP	ONTN1	PDZ V186 VNY
BUR VNY WHP	ONTN2	PDZ V197 POM V264 V186 VNY
HHR	ONTN3	PDZ PDZ270R HHR RY25 LOC
LAX	ONTN4	PDZ PDZ270R LAX RWY 24R LOC
LAX (LAXE)	ONTN5	PDZ PDZ270R V394 AHEIM V8 TANDY
LAX (LAXE)	ONTN6	PDZ V16 PRADO V363 DANAH V23 SLI
200 (2002)	0	V8 TANDY
SM0	ONTN7	PDZ V186 DARTS
AVX	ONTN8	PDZ V16 PRADO V363 DANAH SXC065R
	00	SXC
FUL LGB SLI TOA	ONTN9	PDZ PDZ270R V394 SLI
SNA	ONTN10	PDZ PDZ270R V363 POXKU V8 SLI
CRQ NFG NKX OKB	ONTN11	PDZ V186 ROBNN V458 OCN
MYF NRS NZY SAN SDM SEE	ONTN12	PDZ V186 HAILE V66 MZB
RNM	ONTN13	PDZ V186 ROBNN V208 JLI
CMA OXR NTD	ONTN14	PDZ V186 FIM
CMA OXR NTD	ONTN15	PDZ V197 POM V264 V186 FIM
SBA	ONTN16	PDZ V186 DEANO V27 KWANG
SBA	ONTN17	PDZ V197 POM V264 V186 DEANO V27
	01111121	KWANG
PT MUGU AREA		
FROM: OXR CMA		
TO:	ROUTE ID	ROUTE
SBA	VTUN1	KWANG
BUR	VTUN2	VTU054R TOAKS
WHP VNY	VTUN3	CMA CMA072R GINNA
PMD WJF EDW NID VCV IYK LOO		
MHV TSP	VTUN4	FIM V386 PMD
AVX	VTUN5	VTU V208 SXC
FUL LGB SLI TOA	VTUN6	VTU044R GINNA V326 VNY V186
		ADAMM V394 SLI
SNA	VTUN7	VTU044R GINNA V326 VNY V186 BAYJY
		V363 POXKU V8 SLI
HHR	VTUN8	VTU V299 SADDE V107 SM0 SM0125R
		POPPR V23 SLI
FUL LGB SLI TOA SNA HHR	VTUN9	VTU V208 SXC SLI
HHR (LAXE)	VTUN10	VTU044R GINNA V326 VNY V186
		ELMO0
LAX	VTUN11	VTU V299 SADDE V107 SMO
LAX (LAXE)	VTUN12	VTU V25 EXERT
SM0	VTUN13	VTU044R GINNA V326 VNY V186
		DARTS
CCB	VTUN14	VTU044R GINNA V326 VNY V186 V264
		POM
CIM C	2 SED 2040	0 to 18 NOV 2010
	こっつピー マリコ	J 10 10 NUV ZU 10

TOWER ENROUTE CONTROL 370 TO: ROUTE ID ROUTE AI TITIIDE CNO EMT REI L65 AJO ONT POC RAL RIR VTUN15 VTU044R GINNA V326 VNY V186 PDZ ... P050 RIV SBD CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD..... VTUN16 VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ JM70 VTU044R GINNA V326 VNY V186 PDZ HMT VTUN17 V186 WESIN..... P050 HMT VTUN18 VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ V186 WESIN IM70 167 VTIIN19 VTU044R GINNA V326 VNY V186 PDZ PDZ078R EDITS..... PQ50 VTUN20 VTU044R GINNA V326 VNY V186 V264 L67 POM V197 PDZ PDZ078R EDITS IM70 F70 VTIIN21 VTU044R GINNA V326 VNY V186 PDZ V186 NIKKL P050 F70 VTIIN22 VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ V186 NIKKL JM70 CRQ NFG NKX OKB VTU044R GINNA V326 VNY V186 VTUN23 ROBNN V458 OCN..... PQ70 CRQ NFG NKX OKB (LAXE) VTU044R GINNA V326 VNY V186 VTIIN24 ROBNN V458 OCN..... P070 VTIIN25 VTU V208 SXC V208 OCN J110M90 CRO NFG NKX OKB MYF NRS NZY SAN SDM SEE VTU044R GINNA V326 VNY V186 HAILE VTUN26 V66 MZB..... PQ90 MYF NRS NZY SAN SDM SEE (LAXE) VTIIN27 VTU044R GINNA V326 VNY V186 HAILE V66 MZB P070 MYF NRS NZY SAN SDM SEE VTIIN28 VTU V208 SXC V208 LAX118R CARDI MZB320R MZB J110M90 RNM VTUN29 VTU044R GINNA V326 VNY V186 ROBNN V208 JLI P070 RNM (LAXE) VTUN30 VTU044R GINNA V326 VNY V186 ROBNN V208 JLI P070 RNM VTUN31 VTU V208 SXC V208 JLI..... J110M90 SAN (SANE)..... VTUN32 VTU044R GINNA V326 VNY V186 BAYJY V363 DANAH V165 SARGS..... PQ50 SAN (SANE)..... VTUN33 VTU V208 SXC V27 REDIN V165 J110M90 SARGS..... VTUN34 V25 RZS RZS286R KOAKS JMPQ80 VTUN35 V25 RZS RZS277R CALLI JMP060 LPC VTIIN36 V27 GV0 JMP060 SAN DIEGO AREA FROM: CRQ MYF NFG NKX NRS NZY SAN SDM SEE RNM OKB L18 TIJ ALTITUDE TO: ROUTE ID MZB V23 OCN V208 SXC PQ60 AVX SANN1 MZB293R V27 SXC AVX SANNO J100M80 FUL LGB SNA SLI TOA LAX..... SANN3 OCN V23 SLI P060 FUL LGB SNA SLI TOA LAX..... SANN4 MZB293R SLI148R SLI..... J100M80 LAX (LAXE) SANN5 OCN V23 SLI V8 TANDY PQ60 LAX (LAXE) SANN6 MZB293R SLI148R VTU114R V8 TANDY J100M80 HHR SANN7 OCN V23 SLI SLI340R WELLZ HHR RY25 LOC PQ60 HHR SANN8 MZB293R SLI148R SLI SLI340R WELLZ HHR RY25 LOC J100M80 OCN V23 POPPR SMO125R SMO SMO..... SANN9 SM0059R ELM00 P060 SM0..... J100M80 SANN10 MZB293R SLI148R SLI V459 DARTS SMO (LAXE)..... SANN11 OCN V23 SLI SLI333R V186 DARTS P060 SMO (LAXE)..... SANN12 MZB293R SLI148R SLI SLI333R V186 DARTS J100M80 BUR..... SANN13 OCN V23 POPPR SM0125R SM0 SM0311R SILEX P060 BUR SANN14 MZB293R SLI148R SLI V23 LAX LAX316R SILEX..... J100M80 WHP VNY SANN15 OCN V23 POPPR SM0125R SM0 SM0317R CANOG PQ60

TOWER ENROUTE CONTROL

RUITE

ROUTE ID

SANN16

SANN17

SANN18

SANN19

SANN20

SANN21

SANN22

SANN23

SANN24

OCN V23 DANAH V363 POXKU V8 PDZ...

V186 TANNR HDF PETIS.....

V186 PDZ

V186 TANNR HDF.....

OCN V23 DANAH V363 POM

MZB293R POM164R POM.....

KWANG CMA VNY V186 ADAMM V394

SLI

37

AI TITIIDE

J100M80

1100M80

P060

P060

JM100

IM100

IM100

J100M80

P060

P060

JM100

P060

JM100

P060

PQ60

PQ60

P060

P060

AI TITIIDE

PQ50

P050

P050

J110M90

1110M90

JM70P050

J100M80

1100M80

J100M80

JM100

SBAN5

SBAN6

SBAN7

SRAN8

SBAN9

SBAN10

SBAN11

SBAN12

SBAN13

SBAN14

SBAN15

SBAN16

SBAN17

SBAN18

SBAN19

SBAN20

SBAN21

TO:

WHP VNY

BUR VNY WHP (LAXE).....

BUR VNY WHP (LAXE).....

CNO AJO L65 REI ONT RAL RIR SBD RIV....

ONT SBD.....

CNO AJO RAL RIR

L65 REI RIV.....

CCB EMT POC.....

CCB EMT POC.....

FUL LGB SLI TOA

SNA.....

HHR

FUL LGB SLI TOA SNA HHR.....

HHR (LAXE)

LAX

LAX (LAXE)

SMO

SMO.....

CCB.....

CCB.....

CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD.....

CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD.....

HMT

HMT

167

L67.....

KWANG CMA VNY V186 BAYJY V363	PQ50
POXKU V8 SLI	PQ50
KWANG VTU V299 SADDE V107 SMO	
SM0125R POPPR V23 SLI	PQ50
KWANG VTU V208 SXC SLI	J110M90
KWANG CMA VNY V186 ELMOO	PQ50
KWANG VTU V299 SADDE V107 SMO	JM110PQ50
KWANG VTU V25 EXERT	JM70PQ50
KWANG CMA VNY V186 DARTS	PQ50
HENER FIM V186 DARTS	J110M90
KWANG CMA VNY V186 V264 POM	PQ50
HENER V186 FIM V186 V264 POM	JM70
KWANG CMA VNY V186 PDZ	PQ50
HENER FIM V186 V264 POM V197 PDZ.	J110M90
KWANG CMA VNY V186 PDZ V186	
WESIN	PQ50
HENER V186 V264 POM V197 PDZ	
V186 WESIN	J110M90
KWANG CMA VNY V186 PDZ PDZ078R	
EDITS	PQ50

SW. 23 SEP 2010 to 18 NOV 2010

HENER FIM V186 V264 POM V197 PDZ

PDZ078R EDITS.....

F70	TE CONTROL	
F70	ROUTE	ALTITUDE
F70	KWANG CMA VNY V186 PDZ V186	
CRQ NFG NKX OKB	NIKKL	PQ50
CRQ NFG NKX OKB SBAN24 HI CRQ NFG NKX OKB (LAXE) SBAN25 KY CRQ NFG NKX OKB SBAN26 KY MYF NRS NZY SAN SDM SEE SBAN27 HI MYF NRS NZY SAN SDM SEE (LAXE) SBAN28 M MYF NRS NZY SAN SDM SEE (LAXE) SBAN29 KY SAN (SANE) SBAN30 KY SAN (SANE) SBAN31 KY SAN (SANE) SBAN32 HI SAN (SANE) SBAN32 HI RNM SBAN32 HI RNM SBAN33 KY RNM SBAN34 KY JL JL JL RNM SBAN34 KY JL SBAN34 KY SBAN35 KY SBAN36 FIJ BUR VNY SBAN36 FI BUR VNY SBAN38 RX SNA SBAN40 RX SNA SBAN41 RX FUL LGB SLI TOA SBAN44 RX	HENER FIM V186 V264 POM V197 PDZ	14.4.0.4.0.0
CRQ NFG NKX OKB (LAXE) SBAN25 KX CRQ NFG NKX OKB SBAN26 KX MYF NRS NZY SAN SDM SEE SBAN27 HI MYF NRS NZY SAN SDM SEE (LAXE) SBAN28 KX MYF NRS NZY SAN SDM SEE SBAN29 KX SAN (SANE) SBAN30 KX SAN (SANE) SBAN31 KX RNM SBAN32 HI JL JL JL RNM (LAXE) SBAN33 KX RNM (LAXE) SBAN34 KX JL SBAN35 KX RNM (LAXE) SBAN36 FI JL SBAN36 FI SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA ROUTE ID ROUTE ID BUR VNY SBAN38 RZ AVX SBAN39 RZ PUL LGB SLI TOA SBAN40 RX SNA SBAN41 RX HHR (LAXE) SBAN44 RX LAX (LAXE) SBAN44 RX SMO SBAN44	V186 NIKKL HENER V186 DARTS V597 OCN	J110M90 PQ90
CRQ NFG NKX OKB	KWANG CMA VNY V186 ROBNN V458	1 Q30
MYF NRS NZY SAN SDM SEE SBAN28 KI MYF NRS NZY SAN SDM SEE (LAXE) SBAN28 KI MYF NRS NZY SAN SDM SEE SBAN29 KI MYF NRS NZY SAN SDM SEE SBAN30 KI SAN (SANE) SBAN31 KI SAN (SANE) SBAN31 KI RNM SBAN32 HI JL JL JL RNM (LAXE) SBAN33 KI RNM SBAN33 KI SPS UDD TRM SBAN35 KI SPS UDD TRM SBAN36 FI SANTA BARBARA AREA FROM* SBP SMX VBG LPC IZA ROUTE ID ROUTE ID BUR VNY WHP SBAN37 R2 BUR VNY WHP SBAN38 R2 BUR VNY WHP SBAN40 R2 SUR VILLEGB SLI TOA SBAN40 R2 SANA SBAN41 R2 FUL LGB SLI TOA SNA HHR SBAN41 R2 FUL LGB SLI TOA SNA HHR SBAN44 R2 LAX (LAXE) SBAN46 R2 <tr< td=""><td>OCN</td><td>PQ70</td></tr<>	OCN	PQ70
MYF NRS NZY SAN SDM SEE (LAXE) SBAN29 KM MYF NRS NZY SAN SDM SEE SBAN30 KM SAN (SANE) SBAN30 KM SAN (SANE) SBAN31 KM SAN (SANE) SBAN32 HI RNM SBAN32 HI RNM (LAXE) SBAN33 KM JL SBAN34 KM OXR CMA NTD SBAN35 KM PSP UDD TRM SBAN36 FII SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA TO: ROUTE ID ROUTE ID BUR VNY WHP SBAN38 RQ RAVX SBAN39 RQ FUL LGB SLI TOA SBAN40 RQ RQ RQ FUL LGB SLI TOA SNA HHR SBAN42 RQ	KWANG VTU V208 SXC V208 OCN	J110M90
MYF NRS NZY SAN SDM SEE SBAN29 KX SAN (SANE) SBAN30 KX SAN (SANE) SBAN31 KX RNM SBAN32 HI RNM (LAXE) SBAN33 KX RNM SBAN33 KX RNM SBAN34 KX OXR CMA NTD SBAN35 KX PSP UDD TRM SBAN35 KX PSP UDD TRM SBAN36 FII SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA TO: ROUTE ID BUR VNY WHP SBAN37 RX BUR VNY SBAN38 RX AVX SBAN39 RX AVX SBAN39 RX FUL LGB SLI TOA SBAN40 RX SNA SBAN41 RX HHR SBAN41 RX HHR SBAN42 RX SBAN44 RX LAX (LAXE) SBAN44 RX LAX SBAN44 RX LAX SBAN44 RX LAX SBAN46 RX SMO SBAN46 RX SMO SBAN46 RX SMO SBAN49 RX CCB SBAN50 RX CCB SBAN50 RX CCB SBAN50 RX CCB SBAN51 RX CCB SBAN51 RX CCB SBAN51 RX CCB SBAN51 RX CCB SBAN50 RX CCB	HENER V186 DARTS V597 MZB	PQ90
MYF NRS NZY SAN SDM SEE SBAN29 KC CAN (SANE) SBAN30 KX SAN (SANE) SBAN31 KX RNM SBAN32 HI RNM (LAXE) SBAN33 KX RNM (LAXE) SBAN33 KX RNM (SBAN34 KX OXR CMA NTD SBAN35 KX RNM (SBP SM VD SBAN36 FII SBAN36 FII SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA TO: ROUTE ID RO BUR VNY WHP SBAN37 RX RAN38 RX AVX SBAN39 RX RX SVAY SBAN40 RX RX SNA SBAN40 RX RX SNA SBAN41 RX RX FUL LGB SLI TOA SBAN41 RX RX SBAN41 RX RX RX FUL LGB SLI TOA SNA HHR SBAN44 RX SBAN44 RX RX RX SMO SBAN44 R	KWANG CMA VNY V186 HAILE V66	
SAN (SANE)	MZBKWANG VTU V208 SXC V208 LAX118R	PQ70
SAN (SANE) SBAN30 KN SAN (SANE) SBAN31 KN SAN (SANE) SBAN32 HI SANM SBAN32 HI RNM SBAN33 KN JL SBAN33 KN RNM SBAN34 KN OXR CMA NTD SBAN35 KN PSP UDD TRM SBAN36 FII SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA TO: ROUTE ID RO BUR VNY WHP SBAN37 RX BAN39 RX BUR VNY SBAN38 RX AVX SBAN40 RX SNA SBAN40 RX SBAN41 RX FUL LGB SLI TOA SBAN42 RX RX FUL LGB SLI TOA SNA HHR SBAN42 RX FUL LGB SLI TOA SNA HHR SBAN43 RX HHR (LAXE) SBAN44 RX LAX (LAXE) SBAN45 RX LAX (LAXE) SBAN46 RX SMO SBAN47 RX <td>CARDI MZB320R MZB</td> <td>J110M90</td>	CARDI MZB320R MZB	J110M90
SAN (SANE)	KWANG CMA VNY V186 BAYJY V363	JIIOWIJO
RNM (LAXE) SBAN32 JL RNM (LAXE) SBAN33 KM SBAN34 KM OXR CMA NTD SBAN35 KM PSP UDD TRM SBAN36 FII SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA TO: ROUTE ID RO BUR VNY WHP SBAN37 RM SBAN38 RM AVX SBAN39 RM FUL LGB SLI TOA SBAN40 RM SNA. SBAN41 RM FUL LGB SLI TOA SNA HHR SBAN42 RM FUL LGB SLI TOA SNA HHR SBAN42 RM FUL LGB SLI TOA SNA HHR SBAN42 RM FUL LGB SLI TOA SNA HR SBAN44 RM LAX (LAXE) SBAN46 RM SBAN47 RM SBAN48 RM CCB SBAN49 RM CCB SBAN46 RM CCB SBAN46 RM CCB SBAN47 RM CCB SBAN48 RM CCB SBAN48 RM CCB SBAN49 RM CCB SBAN50 RM CCB SBAN60 RM	DANAH V165 SARGS	PQ50
RNM (LAXE)	KWANG VTU V208 SXC V27 REDIN V165	-
RNM (LAXE)	SARGS	J110M90
RNM (LAXE)	HENER V186 DARTS V597 OCN V208	
RNM SBAN34 KV OXR CMA NTD SBAN35 KV PSP UDD TRM SBAN36 FI SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA TO: ROUTE ID RO BUR VNY WHP SBAN37 RZ BUR VNY SBAN38 RZ AVX SBAN39 RZ FUL LGB SLI TOA SBAN40 RZ SNA. SBAN41 RZ FUL LGB SLI TOA SBAN40 RZ SNA. SBAN41 RZ FUL LGB SLI TOA SNA HHR SBAN42 RZ FUL LGB SLI TOA SNA HHR SBAN42 RZ LAX (LAXE) SBAN44 RZ LAX (LAXE) SBAN45 RZ CAX (LAXE) SBAN46 RZ SMO SBAN47 RZ SMO SBAN47 RZ CCB SBAN48 RZ CCB SBAN48 RZ CCB SBAN49 RZ CCB SBAN50 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN50 RZ SBAN50	JLI	PQ90
RNM	KWANG CMA VNY V186 ROBNN V208	D070
OXR CMA NTD. SBAN35 KN PSP UDD TRM. SBAN36 FII SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA ROUTE ID RO BUR VNY WHP SBAN37 RO BUR VNY SBAN38 RZ AVX SBAN39 RZ FUL LGB SLI TOA SBAN40 RZ SNA SBAN41 RZ FUL LGB SLI TOA SNA HHR SBAN42 RZ FUL LGB SLI TOA SNA HHR SBAN44 RZ LAX SBAN45 RZ LAX (LAXE) SBAN46 RZ SMO SBAN47 RZ SMO SBAN48 RZ CCB SBAN49 RZ CCB SBAN49 RZ CCB SBAN49 RZ CCB SBAN50 RZ CNO EMT REI LG5 AJO POC ONT RAL RIR RI RIV SBD SBAN51 RZ HMT SBAN53 RZ HMT SBAN54 RZ LG7	JLI KWANG VTU V208 JLI	PQ70 J110M90
PSP UDD TRM. SBAN36 FI SANTA BARBARA AREA FROM: SBP SMX VBG LPC IZA TO: ROUTE ID RO BUR VNY WHP SBAN37 RZ BUR VNY SBAN38 RZ AVX SBAN39 RZ FUL LGB SLI TOA SBAN40 RZ SNA SBAN41 RZ HHR SBAN42 RZ FUL LGB SLI TOA SNA HHR SBAN43 RZ HHR (LAXE) SBAN44 RZ LAX (LAXE) SBAN45 RZ LAX (LAXE) SBAN46 RZ SMO SBAN47 RZ SMO SBAN47 RZ SMO SBAN48 RZ CCB SBAN49 RZ CCB SBAN49 RZ CCB SBAN49 RZ CNO EMT REI LG5 AJO POC ONT RAL RIR RIV SBD SBAN51 RZ HMT SBAN52 RZ HMT SBAN53 RZ HMT SBAN54 RZ	KWANG CMA	JMPQ30
FROM: SBP SMX VBG LPC IZA T0: ROUTE ID BUR VNY WHP SBAN37 BUR VNY SBAN38 AVX SBAN39 FUL LGB SLI TOA SBAN40 SNA SBAN41 HHR SBAN42 FUL LGB SLI TOA SNA HHR SBAN43 HHR (LAXE) SBAN44 LAX SBAN45 LAX SBAN46 SMO SBAN47 SMO SBAN48 CCB SBAN49 CCB SBAN49 CCB SBAN50 CNO EMT REI LG5 AJO POC ONT RAL RIR RIV SBD SBAN51 CNO EMT REI LG5 AJO POC ONT RAL RIR RIV SBD SBAN52 RZ HMT SBAN53 RZ HMT SBAN54 RZ HMT SBAN54 RZ HMT SBAN55 RZ HMT SBAN56 RZ F7O SBAN58	FIM V186 NIKKL V64 TRM PSP	PQ110
FROM: SBP SMX VBG LPC IZA T0: ROUTE ID BUR VNY WHP SBAN37 BUR VNY SBAN38 AVX SBAN39 FUL LGB SLI TOA SBAN40 SNA SBAN41 HHR SBAN42 FUL LGB SLI TOA SNA HHR SBAN43 HHR (LAXE) SBAN44 LAX SBAN45 LAX SBAN46 SMO SBAN47 SMO SBAN48 CCB SBAN49 CCB SBAN49 CCB SBAN50 CNO EMT REI LG5 AJO POC ONT RAL RIR RIV SBD SBAN51 CNO EMT REI LG5 AJO POC ONT RAL RIR RIV SBD SBAN52 RZ HMT SBAN53 RZ HMT SBAN54 RZ HMT SBAN54 RZ HMT SBAN55 RZ HMT SBAN56 RZ F7O SBAN58		
TO: ROUTE ID RO BUR VNY WHP SBAN37 RZ BUR VNY SBAN38 RZ AVX SBAN39 RZ SNA SBAN40 RZ SNA SBAN41 RZ FUL LGB SLI TOA SNA HHR SBAN42 RZ FUL LGB SLI TOA SNA HHR SBAN43 RZ HHR (LAXE) SBAN44 RZ LAX SBAN45 RZ SMO SBAN46 RZ SMO SBAN47 RZ SMO SBAN48 RZ CCB SBAN49 RZ CCB SBAN49 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN51 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN52 RZ HMT SBAN53 RZ RZ HMT SBAN54 RZ PL L67 SBAN54 RZ PL L67 SBAN55 RZ PL L67<		
BUR VNY WHP SBAN37 RZ BUR VNY SBAN38 RZ AVX SBAN39 RZ FUL LGB SLI TOA SBAN40 RZ SNA SBAN41 RZ FUL LGB SLI TOA SNA HHR SBAN42 RZ FUL LGB SLI TOA SNA HHR SBAN43 RZ FUL LGB SLI TOA SNA HHR SBAN44 RZ LAX SBAN45 RZ SMO SBAN46 RZ SMO SBAN47 RZ SMO SBAN48 RZ CCB SBAN49 RZ CCB SBAN49 RZ CCB SBAN50 RZ CCB SBAN50 RZ CNO EMT REI LG5 AJO POC ONT RAL RIR RIR RIV SBD SBAN51 RZ CNO EMT REI LG5 AJO POC ONT RAL RIR RIR RIV SBD SBAN52 RZ HMT SBAN53 RZ LG7 SBAN54 RZ LG7 SBAN55 RZ	ROUTE	AL TITUDE
BUR VNY	RZS V186 FIM	PQ70
AVX	RZS V386 FIM FERNANDO STAR	J110M90
SNA	RZS VTU V208 SXC	JMPQ70
HHR	RZS V186 ADAMM V394 SLI	PQ70
FUL LGB SLI TOA SNA HHR	RZS V186 BAYJY V363 POXKU V8 SLI	PQ70
FUL LGB SLI TOA SNA HHR SBAN43 RZ HHR (LAXE) SBAN44 RZ LAX SBAN45 RZ LAX (LAXE) SBAN46 RZ SMO SBAN47 RZ SMO SBAN48 RZ CCB SBAN49 RZ CCB SBAN49 RZ CCB SBAN50 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN51 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN52 RZ HMT SBAN53 RZ PL HMT SBAN54 RZ PL L67 SBAN55 RZ RZ L67 SBAN56 RZ F70 SBAN57 RZ CRQ NFG NKX OKB SBAN58 RZ CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB (LAXE) SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE SBAN64	RZS VTU V299 SADDE V107 SMO	0070
HHR (LAXE) SBAN44 RZ LAX	SM0125R POPPR V23 SLI	PQ70
LAX SBAN45 RZ LAX (LAXE) SBAN46 RZ SMO SBAN47 RZ SMO SBAN48 RZ CSB SBAN49 RZ CCB SBAN50 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN51 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN52 RZ HMT SBAN53 RZ PL HMT SBAN54 RZ PL L67 SBAN55 RZ PL L67 SBAN56 RZ PL F70 SBAN58 RZ PL CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB SBAN60 RZ MYF NRS NZY SAN SDM SEE SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE)	RZS VTU V208 SXC SLI RZS V186 ELMO0	J110M90 PQ70
LAX (LAXE) SBAN46 RZ SMO SBAN47 RZ SMO SBAN48 RZ CCB SBAN49 RZ CCB SBAN49 RZ CCB SBAN50 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN51 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN52 RZ HMT SBAN53 RZ HMT SBAN54 RZ L67 SBAN55 RZ L67 SBAN56 RZ CRQ NFG NKX OKB SBAN56 RZ CRQ NFG NKX OKB SBAN58 RZ CRQ NFG NKX OKB SBAN58 RZ CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB SBAN50 RZ CRQ NFG NKX OKB SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ CC	RZS VTU SADDE STAR	JM110PQ70
SMO SBAN48 RZ CCB SBAN49 RZ CCB SBAN50 RZ CCNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN51 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN52 RZ HMT SBAN53 RZ PL HMT SBAN54 RZ PL L67 SBAN55 RZ PL L67 SBAN56 RZ RZ F70 SBAN57 RZ RZ F70 SBAN58 RZ PL CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ <	RZS VTU V25 EXERT	JM70PQ50
CCB	RZS V186 DARTS	PQ70
CCB	RZS V386 FIM V186 DARTS	J110M90
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN51 RZ CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD SBAN52 RZ PL PL PL HMT SBAN53 RZ HMT SBAN54 RZ PL PL L67 SBAN55 RZ L67 SBAN56 RZ F70 SBAN57 RZ F70 SBAN58 RZ CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB (LAXE) SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE)	RZS V186 V264 POM RZS V386 FIM V186 V264 POM	PQ70
RIV SBD	RZ3 V360 FIW V160 V204 FOW	J110M90
RIV SBD	RZS V186 PDZ	PQ70
HMT		
HMT SBAN53 RZ HMT SBAN54 RZ PL PL L67 SBAN55 RZ L67 SBAN56 RZ F70 SBAN57 RZ F70 SBAN58 RZ CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ	RZS V386 FIM V186 V264 POM V197	
HMT SBAN54 RZ L67 SBAN55 RZ L67 SBAN56 RZ F70 SBAN57 RZ F70 SBAN58 RZ CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB (LAXE) SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	PDZ	J110M90
PE	RZS V186 PDZ V186 WESIN	PQ70
L67 SBAN55 RZ L67 SBAN56 RZ PE PE F70 SBAN57 RZ F70 SBAN58 RZ CRQ NFG NKX OKB PE CRQ NFG NKX OKB SBAN69 RZ CRQ NFG NKX OKB SBAN60 RZ MYF NRS NZY SAN SDM SEE SBAN61 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	RZS V386 FIM V186 V264 POM V197 PDZ V186 WESIN	J110M90
L67 SBAN56 RZ PE PE F70 SBAN57 RZ F70 SBAN58 RZ PE PE CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	RZS V186 PDZ PDZ078R EDITS	PQ70
PE F70	RZS V386 FIM V186 V264 POM V197	. 4.0
F70 SBAN58 RZ CRQ NFG NKX OKB PE CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	PDZ PDZ078R EDITS	J110M90
PECRO NFG NKX OKB	RZS V186 PDZ V186 NIKKL	PQ70
CRQ NFG NKX OKB SBAN59 RZ CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ CAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	RZS V386 FIM V186 V264 POM V197	
CRQ NFG NKX OKB (LAXE) SBAN60 RZ CRQ NFG NKX OKB SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	PDZ V186 NIKKL	J110M90
CRQ NFG NKX OKB SBAN61 RZ MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	RZS V597 OCN	PQ90
MYF NRS NZY SAN SDM SEE SBAN62 RZ MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ CA SBAN65 RZ SAN (SANE) SBAN65 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	RZS VT86 ROBINI V458 OCIN	PQ70 J110M90
MYF NRS NZY SAN SDM SEE (LAXE) SBAN63 RZ MYF NRS NZY SAN SDM SEE SBAN64 RZ SAN (SANE) SBAN65 RZ DZ SBAN66 RZ SAN (SANE) SBAN66 RZ SAN (SANE) SBAN66 RZ	RZS V597 MZB	PQ90
SAN (SANE)	RZS V186 HAILE V66 MZB	PQ70
SAN (SANE) SBAN65 RZ DA DA SAN (SANE) SBAN66 RZ SA SA	RZS VTU V208 SXC V208 LAX118R	
SAN (SANE)	CARDI MZB320R MZB	J110M90
SAN (SANE) SBAN66 RZ SAN (SANE) SAN (SANE)	RZS V186 VNY V186 BAYJY V363	D070
SA	DANAH V165 SARGS RZS VTU V208 SXC V27 REDIN V165	PQ70
	SARGS	J110M90
	RZS V597 OCN V208 JLI	PQ90
		. 400

TOWER ENROUTE CONTROL

PULLE

RUITE

ROUTE

ROUTE ID

ROUTE ID

PSPN1

PSPN2

PSPN3

PSPN4

PSPN5

PSPN6

PSPNA

PSPN9

PSPN10A

PSPN10B

PSPN11

PSPN12

PSPN13

PSPN14

PSPN15

PSPN16

PSPN17

ROUTE ID

EDWN1

EDWN2

EDWN3

TN-

TN-

PALM SPRINGS AREA FROM: PSP UDD TRM

PALMDALE AREA

FROM: EDW LOO MHV PMD WJF

BUR VNY WHP

BUR VNY WHP

AJO CNO RAL RIR ONT RIV SBD.....

HMT

EMT POC CCB.....

L67

F70

FUL LGB SLI TOA SNA.....

HHRLAX

LAX

LAX (LAXE)

LAX (LAXE)

SMO.....

CMA OXR NTD.....

CMA OXR NTD.....

SBA.....SBA

HHR

FUL LGB SLI SNA TOA

FUL LGB SLI SNA TOA (LAXE)

 RNM (LAXE)
 SBAN68
 RZS V186 ROBNN V208 JLI
 PQ70

 RNM
 SBAN69
 RZS VTU V208 JLI
 J110M90

 OXR CMA NTD
 SBAN70
 RZS VTU
 JMPQ70

 PSP UDD TRM
 SBAN71
 RZS V386 FIM V186 NIKKL V64 TRM

PSP.....

V388 PDZ V186 VNY

V388 PDZ V197 POM V264 V186 VNY ...

V388 PDZ

V388 PDZ V186 WESIN.....

V388 PDZ PDZ270R V363 POM

V388 PDZ PDZ078R EDITS.....

V388 PDZ V186 NIKKL

V388 ACINS V283 SLI

V388 PDZ PDZ270R HHR RY25 LOC

V388 PDZ V16 LAHAB.....

V388 LENHO SEAVU SEAVU ARRIVAL

V388 ACINS V283 SLI V8 TANDY

V388 PDZ V186 DARTS.....

V388 PDZ V186 FIM

V388 PDZ V197 POM V264 V186 FIM....

V388 PDZ V186 DEANO V27 KWANG

PMD V518 KIMMO V459 DARTS V186

ADAMM V394 HHR RY25 LOC

PMD V201 BERRI V459 SLI

PMD V386 V23 LAX V25 ALBAS SLI......

V388 PDZ PDZ270R V394 SLI V8 TANDY

V388 PDZ V197 POM V264 V186 DEANO V27 KWANG..... 373

AI TITIIDE

PQ110

ALTITUDE

P0100

JM120

JM120PQ100

JM120PQ100

JM120PQ100

JM120P0100

JM120PQ100

JM120PQ100

JM120PQ100

M120PQ100

JM120PQ100

J120

P0100

IM120

P0100

IM120

P0100

M120

ALTITUDE

JMP080

JMPQ90

MP080

routing to their destination.

preferred IFR routes.

HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial

RNAV Routing Pitch and Catch Points

HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by pitch (entry into) and catch (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a

segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs. The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City

(ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU), Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted. Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: http://sua.faa.gov/sua/Welcome.do. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these

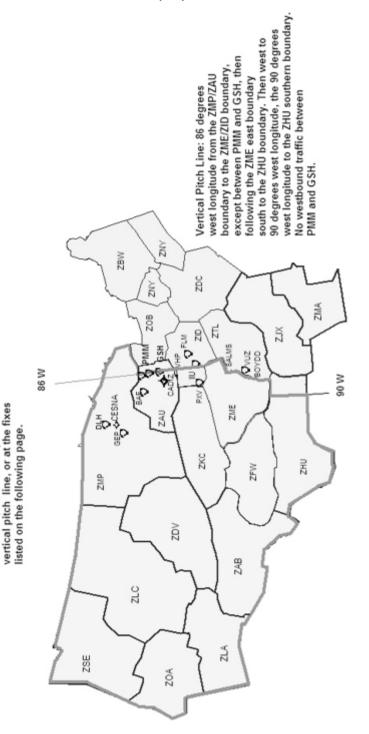
In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as

areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.



HAR expansion airspace may pitch

Except as noted, flights entering at the airspace boundary, at the



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HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING

376 HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE. Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on

HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace This section lists pitch points for airports within the HAR Phase I expansion airspace.

the associated graphic.

ABQ, GUP, HANOS or ZUN Albuquerque

ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV Austin Boca Raton. FL TBIRD KPASA Q118 LENIE

TBIRD KPASA Q116 CEEYA TBIRD KPASA Q110 FEONA

TBIRD SMELZ Q106 BULZI

TBIRD SMELZ Q106 GADAY GMN. MARKS

Burbank includes Santa Monica and Van Nuys DAG LAS

or HEC EED or PMD BLH

Chicago Terminal Area IOW, PLL275065, MZV or BAE Dallas/Fort Worth Terminal Area ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB

or Aircraft destined the Chicago terminal area

Except MDW EAKER MIDEE BDF BRADFORD-STAR

MLC J105 SGF BDF BRADFORD-STAR Denver Terminal Area

CABET, WEEDS, OR BINKE Fort Lauderdale (or) THNDR KPASA 0118 LENIE Fort Lauderdale Executive THNDR KPASA Q116 CEEYA

THNDR KPASA Q110 FEONA THNDR SMELZ Q106 GADAY

LIT, ELD, MLC, JCT

THNDR SMELZ 0106 BULZI Houston Bush Aircraft destined Atlanta Terminal Area LCH 024 PAYTN HONIE-RNAV STAR

PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE,

Aircraft joining J37 to the northeast, GUSTI SID GUSTI Q22 CATLN Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42

Houston Hobby	LIT, ELD, MLC, JCT,
	or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42
Jacksonville, FL	TAY

TIFTO, CATTS or KENTN

GMN, RZS

or DAG LAS

۸r TRM EED TRM PKE Las Vegas DOBNE, MOSBI, NICLE, TRALR or ZELOT GMN SNS, EHF, LANDO Long Beach includes Orange County or TRM PKE

Kansas City Terminal Area

Los Angeles, includes

Ontario

Memphis

Milwaukee

Minneapolis Terminal Area* New Orleans Terminal Area

Orlando Terminal Area

Palm Beach, FL

Palm Springs

Phoenix

Portland, OR

Miami Terminal Area

or TRM EED BNA, HAAWK, SALMS or SQS

WINCO KPASA Q118 LENIE WINCO KPASA Q116 CEEYA or or

WINCO KPASA Q110 FEONA WINCO SMELZ Q106 GADAY WINCO SMELZ Q106 BULZI GREAS

ONL, ABR, FAR, OBH, OVR, FOD AEX, MEI, SQS, KAPLN WEBBS BRUTS Q118 LENIE WEBBS GULFR Q116 CEEYA WEBBS BULZI Q106 GADAY WEBBS FEONA or WEBBS BULZI TBIRD KPASA Q118 LENIE

TBIRD KPASA Q116 CEEYA TBIRD KPASA Q110 FEONA or

or

or TRM PKE

TRM EED

PDT. TIMEE

TBIRD SMELZ Q106 BULZI TBIRD SMELZ Q106 GADAY TRM JOTNU BLD

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CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK

378 HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING Salt Lake City HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI TCH J56 CHE

VIH, MAP, MYERZ, MCM

FUZ. SJT. MOP. ABI Aircraft North of LFK, LFK Aircraft South of HUB, ELA

TCH J173 EKR

HLV MCI

TRM FFD or TRM PKE or

San Francisco Bay Area

Saint Louis

San Diego

Oakland San Jose

Seattle

(RSW/FMY)

San Antonio Terminal Area

TRM JOTNU BLD

Southwest Florida Airports

JOCKS SMELZ Q106 GADAY Tampa Terminal Area

JOCKS SMELZ Q106 BULZI FEONA, BULZI

MFM

BWG, BWG

MEI HONIE (RNAV)-STAR PATYN HONIE (RNAV)-STAR

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This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area

BULZI Q106 GADAY *MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing. Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

BRUTS Q118 LENIE GULFR Q116 CEEYA

JOCKS KPASA Q116 CEEYA JOCKS KPASA Q110 FEONA

GALLI or INSLO BI UIT JOCKS KPASA Q118 LENIE

GALLI, INSLO, HAROL JSICA GALLI, INSLO, HAROL JSICA

Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVA

Aircraft through ZME airspace from ZID airspace west of a line from VHP to

Aircraft through ZME airspace from ZID airspace east of a line from VHP to

Aircraft through ZME airspace from ZFW airspace, MEM

Aircraft South of LFK and North of HUB LCH

Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA

GIJ. GEP. FLM. IIU. BAE. VHP. WHETT. BNA or VUZ

GEP, CRL, ECK, IIU, BNA or VUZ

Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton-Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ

BNA. PXV

or Aircraft north of SLC, JOT Aircraft over or south of SLC, ENL

SLC or SFO departures, ENL, JOT OBK BAE MKG POLAR-STAR

Baltimore-Washington*

Cincinnati Terminal Area

Cleveland Terminal Area*

Indianapolis Terminal Area

New York Kennedy*

New York LaGuardia*

Philadelphia Terminal Area*

Pittsburgh Terminal Area*

Detroit Terminal Area

Detroit Young

Louisville

Newark*

Pontiac Providence

Raleigh-Durham

Teterboro*

White Plains*

Willow Run*

Toronto Terminal Area

Washington Dulles/National*

Q505, Q504, Q502, Q501

Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

Boston*

or

VHP FWA

LAN SPRTN-STAR ENL. MEM

VHP. GIJ. BAE. GEP LFD, LAN, VHP, FWA, GEP

FLM, IIU, BNA, VUZ

ECK, SVM, SSM, GEP GEP, VHP, CRL, BNA, VUZ

LAN, LFD, VHP, FWA, GEP *Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522

BIB, SPI, JOT GEP, VHP, FLM, IIU, BNA, VUZ IOW GIJ J554 CRL J584 SLT FQM GEP, VHP, FLM, IIU, BNA, VUZ GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ

VHP FWA MIZAR-STAR DBQ J94 PMM J70 LVZ LENDY-STAR

JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ

GIJ. GEP. FLM. IIU. BAE. VHP. WHETT. BNA. VUZ

GEP. VHP. CRL. FLM. IIU. BNA. VUZ

Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

380

Boca Raton, FL

Chicago Midway

Chicago O'Hare Terminal Area

Dallas/Fort Worth Terminal Area

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING

Albuquerque Terminal Area CURLY CURLY-STAR

ESPAN FRIHO-STAR

LAVAN LAVAN-STAR

FTI FRIHO-STAR

or

MIERA MIERA-STAR

Aircraft west of a north-south line at LFK, BLEWE

Austin Terminal Area

Aircraft east of a north-south line at LFK.IDU

CEW DEFUN Q112 INPIN SHDAY (RNAV)-STAR

DEFUN Q112 INPIN SHDAY (RNAV)-STAR

SZW INPIN SHDAY (RNAV)-STAR

GEP DLL MSN JVL JANESVILLE-STAR

FOD DBQ JVL JANESVILLE-STAR MCW JANESVILLE-STAR GCK IRK BRADFORD-STAR

SW. 23 SEP 2010 to 18 NOV 2010

CVA MOTIF-STAR

PIA MOTIF-STAR DBO CVA MOTIF-STAR LMN MOTIF-STAR

TVC PULLMAN-STAR

or

Aircraft through ZHU remain south of ZME and ZTL airspace

Aircraft through ZHU remain south of ZME and ZTL airspace

IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR

Aircraft through ZME airspace from J52 and south of J52, SQS

Aircraft through ZME airspace from north and west of PXV, RZC, O23 FSM Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW

Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS

	or CHE TOMSN-STAR
	or BFF LANDR-STAR
	or
	LBF SAYGE-STAR
	HCT SAYGE-STAR
	Or DOW LADIVO CTAD
	RSK LARKS-STAR or
	LAA QUAIL-STAR
	or GCK J154 RYLIE DANDD-STAR
	OF
	OCS J154 ALPOE RAMMS-STAR or
	YANKI J114 SNY LANDR-STAR
	or Aircraft filed BIL or east, MBW RAMMS-STAR
Ft Lauderdale or	CEW DEFUN Q104 PIE SWAGS (RNAV)-STAR
Ft Lauderdale Executive	Aircraft through ZHU airspace remain south ZME and ZTL airspace
	or
	SZW HEVVN Q104 PIE SWAGS (RNAV)-STAR
Houston Bush	CRP, CVE, LLO, LUKIY, SAT
	or Aircraft south and east of LLA, JEPEG
	or MISLE Q40 AEX
	or
	Aircraft north and east of SJI, SJI
	Aircraft east of PXV, PXV Q31 DHART SWB
	or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Houston Hobby	CRP, ELLVR, SAT, SWB
Tiouston Hobby	or
	Aircraft south and east of GIRLY, KCEEE or
	Aircraft north and east of SJI, SJI
	or BESOM Q38 ROKIT ROKIT-STAR
	or
	Aircraft east of PXV, PXV Q29 HARES SWB
	Aircraft north and west of PXV, PROWL Q33 DHART SWB
Jacksonville	GADAY ZOOSS TAY
	Aircraft through ZHU airspace remain south of ZME and ZTL airspace
	or
	ZOOSS TAY
	SW. 23 SEP 2010 to 18 NOV 2010

OATHE DANDD-STAR

HGO QUAIL-STAR or LOPEC-STAR or ALS LARKS-STAR or HBU POWDR-STAR or EKR TOMSN-STAR

Denver Terminal Area

HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING 382 John Wayne-Orange County HEC. PGS. BLD Aircraft south of TBC from ZAB airspace, HIPPI

> LMN BRAYMER-STAR PWE ROBINSON-STAR EMP JHAWK-STAR

DILCO, LIDAT, IGM

FAR GOPHER-STAR RWF SKETR-STAR

ALO KASPR-STAR BRD GOPHER-STAR BAE EAU CLAIRE-STAR FOD TWOLF-STAR

MESSI

or

airspace or

Aircraft over PGA or north of PGA KSINO

Las Vegas

Kansas City Terminal Area

Miami Terminal Area

Los Angeles Terminal Area

Minneapolis Terminal Area

Memphis Terminal Area Naples, FL Nashville

New Orleans Terminal Area Oakland

Orlando Terminal Area

II A KATTS PAMMY

REANA KATTS PAMMY

Aircraft from north of ILC, JOPER PAMMY KATTS PAMMY Aircraft over or south of ILC, REANA KATTS PAMMY GADAY Q108 CLAWZ LEESE-STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace

SW. 23 SEP 2010 to 18 NOV 2010

OTK LEESE-STAR

SZW HEVVN Q104 PLYER PIKKR (RNAV)-STAR

CCT, GHM, GUITR, TINGS, VOLLS

BLUEZ, GPT, LCH, MCB, TBD, FATSO Aircraft over or south of a line ILC J16 DVC

ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD CEW DEFUN Q104 PLYER PIKKR (RNAV)-STAR Aircraft through ZHU AIRSPACE remain south of ZME and Z

SZW HEVVN Q104 CYY DEEDS (RNAV)-STAR Aircraft from north, west, south,

Aircraft south of PGA, PGS, LYNSY Aircraft North of TBC, HEC, PGS Aircraft South of TBC from ZAB airspace, HIPPI, CEW DEFUN Q104 CYY DEEDS (RNAV)-STAR

Aircraft through ZHU airspace remain south ZME and ZTL a

HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING

SZW INPIN GULLO (RNAV)-STAR

Aircraft through ZHU airspace remain south of ZME and ZTL

Palm Beach, FL CEW DEFUN Q112 INPIN GULLO (RNAV)-STAR

airspace

Phoenix CORKR DRK Aircraft from ZDV airspace. GUP

> ٥r Aircraft from ZAB airspace, ZUN, MOHAK, SSO

> > SGF TRAKE-STAR

VYLLA TUS FLG. SSO. MOHAK

Phoenix Satellites VYLLA, TUS Portland, OR Terminal Area ARNIT BONVL-STAR

or LARNO BONVL-STAR or MOXEE MOXEE-STAR

St. Louis Terminal Area

BUM TRAKE-STAR or ANX TRAKE-STAR or LMN IRK RIVRS-STAR RBS VANDALIA-STAR

Salt Lake City Terminal Area JNC J12 HELPR SPANE-STAR EKR MTU SPANE-STAR

San Diego Terminal Area

San Antonio Terminal Area

Santa Ana

BCE DTA-TCH ۸r MLF DTA-TCH or BVL BONNEVILLE-STAR BYI BEARR-STAR or

PIH BEARR-STAR DBS BRIGHAM CITY-STAR or

JAC BRIGHAM CITY-STAR

BPI BRIGHAM CITY-STAR

OCS BRIGHAM CITY-STAR EED. LAX. GBN

or

HEC. PGS. BLD. HIPPI IDU, CSI, JCT, LLO, CRP, LRD West of a north-south line at LFK, BLEWE East of a north-south line at LFK, IDU

384 HIGH A	LTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING
San Francisco	FMG GOLDEN GATE-STAR or MVA MODESTO-STAR or ENI GOLDEN GATE-STAR or OAL MODESTO-STAR or South of a line ILC to DVC, REANA KATTS OAL MODESTO-STAR
San Jose	FMG HYP EL NIDO-STAR or OAL HYP EL NIDO-STAR or ENI GOLDEN GATE-STAR or South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO-STAR
Seattle Terminal Area	Aircraft from northeast, southeast, south, TEMPL GLASR-STAR or SUNED CHINS-STAR or BTG OLMYPIA-STAR
Southwest Florida Airports RSW and FMY	CEW DEFUN Q104 SWABE JOSFF-STAR Aircraft through ZHU airspace remain south of ZME and Z airspace or SZW HEVVN Q104 SWABE JOSFF-STAR
Tampa Terminal Area	CEW DEFUN Q104 HEVVN DARBS-STAR Aircraft through ZHU airspace remain south of ZME and Z

airspace or

DRK PXR or MOHAK GBN

Tucson

SZW DARBS-STAR

N42°12.10′/W071°04.78′

N42°12.60′/W070°59.83′

N42°24.20'/W071°09.47'

N42°31.42′/W070°59.82′

N42°36.88'/W071°19.45'

N42°13.58'/W070°48.94'

N41°25.50'/W070°55.03'

N42°18.16'/W071°23.65'

N41°31.06'/W070°40.60'

N42°18.20′/W070°55.30′

N41°23.41'/W070°02.78'

N42°18.51'/W071°14.64'

N42°32.52'/W070°56.69'

N42°46.29'/W071°13.57' N42°11.89'/W070°43.69'

N41°18.51'/W070°03.37'

N41°18.31'/W070°15.43'

N42°30.72′/W071°05.24′

N42°36.88'/W071°19.45'

N34°37.37'/W076°31.47'

N34°57.00′/W077°16.50′

N32°16.38'/W080°47.50'

N36°13.75'/W076°08.08'

N36°03.90'/W076°36.42'

N35°15.30'/W075°31.25'

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VISUAL FLIGHT RULES (VFR) WAYPOINTS VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts

using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints. VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag

The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name. VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

> CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

BALTIMORE-WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

COLLOCATED VFR CHECKPOINT	LOCATION
	N38°34.57′/W076°20.38′

N39°06.65'/W076°55.92'

N38°56.32'/W076°36.90'

BOSTON HELICOPTER CHART

N42°16.17'/W070°49.48'

N42°19.67'/W070°53.40'

VPRI T

VPCGS N42°22.08'/W071°03.13'

N42°23.52'/W071°04.10'

VPFVS

VPFFN N42°12.58'/W071°08.88'

VPFRF N42°25.03'/W071°12.32'

N42°21.88'/W070°52.18'

VPGVI VPHAN/ N42°30.13′/W071°07.15′

VPPIK N42°20.37'/W071°15.93'

VPQUA VPQUB

VPSPF VPTOR

VPWAN

VPCOH

BOSTON TERMINAL AREA CHART COHASSET

VPCUT CLITTYHLINK HARROR VPFRA FRAMINGHAM SHOPPING CENTER

WOODS HOLE

VPHOL VPHIII HIIII

NANTUCKET GREAT POINT

VPLPT NEEDHAM TOWERS

VPNFD V/DDFA PEABODY SHOPPING CENTER VPROC ROCKINGHAM RACE TRACK

VPSCI SCITUATE VPTPT NANTUCKET THIRD POINT TUCKERNUCK

WAYPOINT IDENT **ΛΡ**ΔΧΙ

VPONX

VPOOP

VPBAY

VPTUC VPWΔK WAKEFIELD VPWAN WANG TOWERS

CHARLOTTE SECTIONAL CHART

VPATO VPAVA **VPRFF** VPRRA

VPGCE VPGHI VPGIO

VPK III **VPLMN**

VPMAR **VPNP**∩

VP7IF

VPOKY **VPREP VPRRS** VPUMO VPW70

ISLE OF DALMS

N35°32.50'/W076°37.33'

N35°26.58'/W076°10.22' N34°55.43'/W077°46.42' N34°42.20'/W077°03.50' N32°47.78′/W079°46.45′ N35°06.53'/W075°59.17'

N32°33.98'/W080°21.82' N33°25.45'/W079°07.60' N35°35.63'/W075°28.08' N36°00.87'/W075°40.07' N32°01.62'/W080°53.42'

DENVER TERMINAL AREA CHART/FLYWAY CHART VPBEN N39°44.28'/W104°26.00 VPFTG N39°44.35'/W104°32.75 VPNIC NORTH INTERCHANGE N39°58.90′/W104°59.27 HOUSTON TERMINAL AREA CHART/FLYWAY CHART LOCATION COLLOCATED VED CHECKDOINT

WATPUINI IDENI	GULLUGATED VFK GREGRPUINT	LUGATION
VPBWY		N29°46.25′/W095°09.24
VPDTN		N29°46.59′/W095°22.01
VPGLA		N30°08.32′/W095°06.62
VPGLB		N30°07.80′/W094°55.70
VPKTY		N29°47.05′/W095°44.92
VPPI N		N30°08 80′/W095°50 42

07.80'/W094°55.70 °47.05′/W095°44.92 N30°08.80'/W095°50.42 N29°30.00′/W095°41.00 N29°23.13'/W095°28.86 N29°49.29'/W094°53.94

VFR WAYPOINTS

JACKSONVILLE SECTIONAL CHART

DADE CITY

CLEARWATER BEACH

ST PETE BEACH

LAKE PARKER

MIDWAY

386

VPRSN

VPSND

VPSNT

VPTNE VPTNW

VPAFI

VPBEC

VPCJA

VPCKY

VPCNY

VPDAD

VPDAR

VPDFI

VPDIJT

VPEAR

VPEGV

VPFFU

VPHUC

VPIWA

VPJMY

VPKER

VPLEV

VPLJA

VPMAI

VPTLH

VPXZY

VPYIW

VPZIE

VPAGO

VPDEN

VPENE

VPESS

VPFME

VPGXY

VPMRF

VPMKF **VPROV**

VPUTT

N27°37.70′/W082°09.10

N31°49.35'/W081°51.07 N30°07.00′/W081°21.33 N29°46.25'/W081°15.10 N29°30.00′/W081°06.00 N28°46.50'/W082°34.00 N28°30.00′/W080°45.00 N28°22.57'/W082°11.25 N31°22.38'/W081°24.13 N29°00.17'/W081°20.85

N29°47.48′/W095°03.34

N29°47.06′/W095°33.81 N29°24.06′/W095°10.44

N27°58.67'/W082°49.83

N29°39.97'/W081°24.87

N28°57.08'/W081°00.33 N27°43.50′/W082°44.67 N30°04.02'/W083°40.02 N28°19.87'/W082°43.77 N31°48.33'/W081°25.85 N29°26.92'/W081°18.27 N28°04.00'/W081°56.00

N28°48.00'/W080°52.00 N29°00.00'/W080°51.00 N30°50.02'/W084°56.63 N30°32.70′/W083°52.22 N29°35.00′/W083°10.00 N30°42.28'/W081°27.25 N32°01.62'/W080°53.42 N37°50.33'/W090°29.03

N37°15.07'/W092°30.67 N37°46.75′/W092°19.20 N37°44.75′/W091°55.78

N36°59.48'/W091°00.88 N37°41.00′/W092°38.33 N37°15.50′/W091°40.17 N37°11.08′/W090°27.92 N37°24.47'/W092°40.00 N38°01.72′/W091°12.81 N37°52.05′/W092°01.20

KANSAS CITY SECTIONAL CHART

COLLOCATED VER CHECKPOINT LOCATION N37°18.03'/W092°18.63'

KANSAS CITY TERMINAL AREA CHART V/PATNI **VPRGS** BLUE SPRINGS

BONNER SPRINGS

KLAMATH FALLS SECTION CHART

IOS ANGFLES HELICOPTER CHART

VFR WAYPOINTS

VPBSP **VPCHR** CHOUTEAU BRIDGE DF SOTO EXCELSIOR SPRINGS

VPDS0 VPESG GARRETSBURG

VPGTR VPLAT LATHROP WATER TANK

WAYPOINT IDENT

VPWOC

VPWRO

VPXIZ

VPLEN LONGVIEW LAKE

VPI VI VPMCL MC LOUTH VΡΝΗΔ

ΝΔSΗΠΔ SPORTS COMPLEX VPSCX SUGAR CREEK REFINERY SWOPE PARK

VPSKR VPSPK VPTSK TWIN STACKS

VPWOF WORLDS OF FUN VPORO

VPANA

VPART VPAUT VPROR

MAGNOLIA VPCAR **VPCNG**

HWY 91 & 55 CONEJO GRADE US HWY 101 **VPCOR VPCRX** VPCSU CSU CHANNEL ISLANDS

VPDOW **VPELA VPETY**

OXNARD FINANCIAL PLAZA

VPFCB VPFPL VPGOL

VPIMP

VPKAT VPKFI VPLAC

VPLLU VPLOM VPLRT VPLVT VPMDR **VPNEW**

VPNIIY

VPPCH VPPKC

VPPOR

VPRRT

VPSEP

VPSFR

VPSTC

VPSTK

OUEEN MARY

SANTA ANITA RACE TRACK VINCENT THOMAS BRIDGE NEWHALL PASS

SATICOY BRIDGE

SW. 23 SEP 2010 to 18 NOV 2010

N34°03.32'/W118°12.83'

N33°59.27'/W118°23.97' N34°20.18'/W118°30.72' N34°09.63'/W118°28.18' N33°28.07'/W117°40.32'

N34°03.75'/W118°14.93' N34°03.85'/W117°17.82' N33°45.17'/W118°11.37' N34°08.45'/W118°02.65' N33°44.97'/W118°16.32'

N33°55.85'/W118°16.85' N33°48.23'/W117°54.22' N34°03.92'/W117°48.40'

N34°00.10'/W117°50.12'

N33°59.37'/W118°16.83'

N34°05.80'/W118°28.63'

N34°17.45′/W118°28.07′

N34°16.62′/W119°08.34′

N34°13.97'/W118°24.60'

N34°09.33'/W118°17.37'

N33°56.47'/W118°05.80' N34°00.98'/W118°10.35' N33°38.70'/W117°44.12' N34°02.03'/W118°01.63' N34°13.71′/W119°10.39′ 387

N37°39.12'/W091°45.68'

N37°26.60'/W092°05.42'

N39°33.62'/W095°07.65'

N39°01.82'/W094°16.32'

N39°03.78'/W094°53.10'

N39°08.77'/W094°32.03' N38°58.68'/W094°58.48'

N39°20.68'/W094°13.77'

N39°40.92'/W094°41.45'

N39°32.87'/W094°20.00'

N38°57.77'/W094°43.68'

N38°54.63'/W094°28.28'

N39°11.65′/W095°12.50′

N39°17.83'/W094°34.80'

N39°03.00'/W094°29.02'

N39°07.00'/W094°27.02'

N39°00.47'/W094°31.93'

N39°09.05'/W094°38.22'

N39°10.42′/W094°29.12′

N43°57.38'/W123°02.22'

N33°44.43'/W117°50.03'

N33°51.45'/W117°58.92'

N33°50.63'/W117°49.57'

N33°59.60'/W117°21.45'

N33°49.90'/W118°17.23'

N34°12.54'/W118°59.61'

N33°52.90'/W117°32.95' N34°01.40′/W117°44.88′

N34°09.76'/W119°02.53'

LOS ANGELES SECTIONAL CHART

388

VPCNG

VPCSII

VPGTY

VPI RP

VPLCC

VPLDL

VPLDP

VPI DS

VPI FX

VPLGP

VPI HF

VPLHP

VPI KH

VPLLC

VPI I M

VPLMM

VPI MS

VPI PD

VPI PP

VPLOM

VPLRB

VPLRT

VPI SA

VPLSB

VPI SC

VPI SF

VPLSP

VPLSR

VPI TW

VPI VT

VPLWT

VPNEW

VPSTC

VPACH

VPBOV

VPCLE VPCTF

VPDAD

VPDUT

VPD7F

VPEAR

VPGPE

VPHRO

VPHUC VPIBR

VPKER

VPKOE

VPLYY

VPMRO

VPOBA

VPRBI

VPRNL

VPWMO

COLLOCATED VFR CHECKPOINT WAYPOINT IDENT LOCATION CONEJO GRADE US HWY 101 VPCNG

N34°12.54′/W118°59.61 **VPCSU** CSU CHANNEL ISLANDS N34°09.76'/W119°02.53 N34°13.71′/W119°10.39

OXNARD FINANCIAL PLAZA SATICOY BRIDGE

VPSTC LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

CSU CHANNEL ISLANDS

VPFPL

GETTY CENTER

BANNING PASS

CA ION PASS

DISNEYLAND

DANA POINT

CHAFFEY COLLEGE

DODGER STADIUM

110/405 FWYS

KING HARROR

L.A. COLISEUM

LAKE MATHEWS

PRADO DAM

OUEEN MARY

ROSE BOWL

MAGIC MOUNTAIN

MILE SOUARE PARK

PACIFIC PALISADES

SANTA ANA CANYON

SANTA SUSANA PASS

STATE COLLEGE

SIGNAL PEAK

WATER TANK

DADE CITY

NEWHALL PASS

SATICOY BRIDGE

HOLLYWOOD BEACH

CLEARWATER BEACH

ANDYTOWN TOLLGATE

ST PETE BEACH

LAKE PARKER

GULFSTREAM PARK

PUMPING STATION

RANGER STATION

SW. 23 SEP 2010 to 18 NOV 2010

SANTA FE FLOOD BASIN

SANTA ANITA RACE TRACK

SAN FERNANDO RESERVOIR

HAWTHORNE & 405 FREEWAY

TUJUNGA WASH & FOOTHILL

MIAMI SECTIONAL CHART

VINCENT THOMAS BRIDGE

HUNTINGTON PIER

91/605 INTERCHANGE

GRIFFITH PARK OBSERVATORY

CONEJO GRADE US HWY 101

VFR WAYPOINTS

N34°02.13'/W118°32.15 N33°45.17'/W118°11.37 N34°09.67'/W118°10.05 N34°08.45'/W118°02.65 N33°52.03'/W117°42.68 N34°07.72′/W117°57.30 N33°52.97'/W117°53.13 N34°17.87′/W118°29.00 N33°36.33'/W117°48.63

N34°16.62′/W119°08.34

N34°12.54′/W118°59.61

N34°09.76'/W119°02.53 N34°04.84'/W118°28.66

N33°56.05'/W116°59.63

N34°08.87'/W117°34.33 N34°18.07'/W117°27.68

N33°48.72'/W117°55.13

N33°27.62'/W117°42.87 N34°04.42′/W118°14.42

N33°52.38'/W118°06.08

N34°07.10′/W118°18.02

N33°51.42′/W118°17.10

N33°39.32'/W118°00.25 N33°50.75'/W118°23.88

N34°00.83'/W118°17.27

N33°50.58'/W117°26.85

N34°26.20′/W118°36.28

N33°43.40′/W117°56.77

N33°53.40′/W117°38.48

N33°53.07'/W118°21.13

N34°16.00′/W118°38.43

N34°16.40′/W118°20.30

N33°44.97'/W118°16.32

N34°10.82'/W118°46.27

N34°20.18'/W118°30.72

N34°16.62′/W119°08.34

N26°00.92'/W080°06.93

N27°57.00′/W080°46.75 N26°27.07'/W082°00.88

N26°09.28'/W081°20.70

N28°22.57'/W082°11.25

N27°37.70′/W082°09.10

N27°19.00'/W080°44.17

N27°58.67'/W082°49.83 N26°08.78'/W080°28.00

N26°25.40′/W081°29.67

N27°43.50'/W082°44.67

N27°05.97'/W082°12.20 N28°19.87'/W082°43.77

N27°12.47′/W081°40.22

N28°04.00'/W081°56.00

N24°40.08'/W081°20.55

N24°49.07'/W080°49.17

N25°58.57'/W080°08.17

N26°28.30'/W080°26.75

N25°50.67'/W080°55.18

N25°22.92'/W080°36.58

N27°03.00'/W080°35.00

MIAMI TERMINAL AREA CHART/FLYWAY CHART

LOCATION

COLLOCATED VFR CHECKPOINT

WAYPOINT IDENT

WAYPUINI IDENI	CULLUGATED VFK CHECKPUINT	LUGATION
VPACH	HOLLYWOOD BEACH	N26°00.92′/W080°06.93′
VPEDY	ANDYTOWN TOLLGATE	N26°08.78′/W080°28.00′
VPMBO	GULFSTREAM PARK	N25°58.57′W080°08.17′
VPOBA	PUMPING STATION	N26°28.30′/W080°26.75′
VPRBI		N25°50.67′/W080°55.18′
VPRNL	RANGER STATION	N25°22.92′/W080°36.58′
	NEW ORLEANS SECTIONAL	L CHART
VPGPT		N30°25.95′/W089°05.62′
VPLIP	PHILLIPS INLET	N30°16.23′/W085°59.25′
VPMAI		N30°50.02′/W084°56.63′
VPMOB		N30°23.00′/W088°31.72′
VPRAM		N30°18.95′/W089°35.88′
VPRER		N30°13.87′/W085°20.67′
VPRIV		N30°54.85′/W087°57.82′
VPSAW		N30°49.65′/W089°07.42′
VPTHR		N30°19.93′/W087°08.50′
	NEW YORK HELICOPTER	CHART
VPJAY		N40°59.00′/W073°07.00′
VPLYD VPROK		N40°57.37′/W073°29.59′
VPROK		N40°52.70′/W073°44.24′
	PHOENIX TERMINAL AREA CHART	/FLYWAY CHART
VPALL	ALLENVILLE	N33°20.97′/W112°35.20′
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05′/W112°41.38′
VPARM	ARROWHEAD MALL	N33°38.52′/W112°13.48′
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98′/W111°59.08′
VPAZM	ARIZONA MILLS	N33°23.43′/W111°57.88′
VPBAR	BARTLETT DAM	N33°49.10′/W111°37.92′
VPCCC	COUNTRY CLUB & CANAL	N33°30.73′/W111°50.37′
VPCNL	CANAL	N33°33.23′/W111°46.89°
VPFRB	FIREBIRD LAKE	N33°16.35′/W111°58.10′
VPFTN	FOUNTAIN HILLS	N33°36.12′/W111°42.72′
VPGLX	GILA CROSSING	N33°16.55′/W112°10.08′
VPGPP	GLENDALE POWER PLANT	N33°33.27′/W112°13.00′
VPMAR	MARICOPA	N33°03.42′/W112°02.88′
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53′/W111°49.58′
VPNRV	NEW RIVER	N33°55.08′/W112°08.45′
VPNTT	NORTH TEST TRACK	N33°03.50′/W111°55.83′
VPPIR	PIR	N33°22.52′/W112°18.90′
VPQTR	QUINTERO GOLF COURSE	N33°49.53′/W112°23.58′
VPRVC	RIO VERDE COMMUNITY	N33°44.37′/W111°39.62′
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02′/W112°02.12′
VPSQP	SQUAW PEAK	N33°32.83′/W112°01.27′
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50′/W111°41.37′
VPSTN	SANTAN MOUNTAINS	N33°09.23′/W111°40.92′
VPSTT VPZZZ	SOUTH TEST TRACK	N32°56.25′/W111°59.67′
VPZZZ		N33°20.18′/W111°26.53′
	ST LOUIS TERMINAL AREA CHART	
VPAGN	TV ANTENNA	N38°32.08′/W090°22.42′
VPBPE		N38°23.80′/W090°20.38′
VPCJY	HOLIDAY SHORES	N38°55.00′/W089°56.00′
VPCOJ	WINFIELD DAM	N39°00.28′/W090°41.23′
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18′/W090°16.47′
VPEAZ	BUSCH STADIUM	N38°37.43′/W090°11.55′
VPEDZ	WATER TANKS	N38°45.30′/W090°34.87′
VPEGR	GAS TANKS	N38°35.80′/W090°19.32′
VPEOX	ST PETERS	N38°47.17′/W090°39.25′

VFR WAYPOINTS 390 WAYPOINT IDENT COLLOCATED VER CHECKPOINT VPFAI HOWELL ISLAND

WATERLOO

PACIFIC

HORSESHOE LAKE

VPLES ST CHARLES N38°47.00′/W090°30.00 N38°30.67'/W090°40.47 SIX FLAGS GATEWAY ARCH N38°37.50′/W090°11.00 VPNSY N38°50.00′/W090°05.00 WOOD RIVER REFINERIES VPN7Y WENTZVII I E N38°48.83'/W090°50.98 VPRA7 N39°07.00′/W090°20.00 **IFRSFYVILLE** VPRMO FOREST PARK N38°38.00′/W090°17.00

CHAIN OF ROCKS BRIDGE

MILLSTADT MOSENTHEIN ISLAND SALT LAKE CITY HELICOPTER CHART SALTAIR SOUTH INTERCHANGE

COLLIMBIA

BARN BINGHAM COPPER MINE

VPRRN **VPCAP VPCHS VPCOP**

VPFFY **VPGPF**

VPGVI

VPHRO

VPIRO

VP IMII

VPKNY

VPWKO

VPXXI

VPYID

VPMMT

VPMSH

VPNTP

VPOGE

VPOPS

VPPFN

VPPPT

VPPTM

VPPVO

VPRWY

VPSLC

VPTIP

VPWBR

VPAIR

VPRFF

VPBRN

VPCAP

VPCHS

VPCOP

VPCVI

VPCYN

VPFPC.

VPFPK

VPGFS

VPFPK

FREE PORT CENTER FRANCIS PEAK GARFIELD STACK SPAGHETTI BOWL JORDAN RIVER TEMPLE KSI ANTENNA

VPLGN LAGOON AMUSEMENT PARK **VPMDH** MCKAY DEE HOSPITAL

VPGFS VPHVF **VPJRT** VPKSL

CAUSEWAY PARLEYS CANYON

VPAIR VPBEE

STATE CAPITOL

MICROWAVE TOWERS

GRAIN FLEVATOR

POWER STATION

PROVO CANYON

WEBER CANYON

SOUTH TIP

BARN

PROMONTORY POINT

POINT OF THE MOUNTAIN

I-15/I-80 INTERCHANGE

SOUTH INTERCHANGE

BINGHAM COPPER MINE

CENTERVILLE INTERCHANGE

SW. 23 SEP 2010 to 18 NOV 2010

STATE CAPITOL

CAUSEWAY

PARLEYS CANYON

FRANCIS PEAK

GARFIELD STACK

FREE PORT CENTER

STATE PRISON

N40°44.85'/W112°11.22 N40°38.18'/W111°54.23 N40°54.28'/W112°10.15 N40°46.67'/W111°53.25

LOCATION

N38°40.00′/W090°43.00 N38°55.37′/W090°17.30

N38°35.60′/W090°26.92

N38°32.30′/W090°27.80

N38°45.88'/W090°10.42

N38°20.00′/W090°09.00

N38°41.00′/W090°05.00 N38°29.00′/W090°44.00

N38°27.00′/W090°12.00

N38°27.50′/W090°05.68

N38°43.00′/W090°12.25

N41°05.92′/W112°02.27

N41°01.98'/W111°50.30

N40°43.28'/W112°11.88 N40°43.50′/W111°54.22

N40°35.02'/W111°55.58

N40°46.80'/W112°05.80

N40°42.28'/W112°05.92 N40°31.38'/W112°09.00 N41°05.37'/W112°07.17 N40°42.67'/W111°48.10

N40°59.08'/W111°53.57 N41°11.50′/W111°57.08 N40°48.50′/W111°53.37 N41°01.67'/W112°02.47 N40°50.15'/W111°54.90 N41°03.57'/W112°14.23 N41°13.13′/W112°00.45 N41°20.38'/W112°02.78 N40°29.88'/W111°53.62 N41°12.28′/W112°25.73

N40°27.42′/W111°54.83 N40°18.77'/W111°39.45

N40°48.48′/W112°00.33 N40°45.83'/W111°54.85 N40°50.93'/W112°10.92

N41°08.17'/W111°54.83 N40°38.00′/W112°03.33

SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

N40°55.30′/W111°53.43

N41°05.37'/W112°07.17

N40°42.67'/W111°48.10

N41°05.92′/W112°02.27

N41°01.98'/W111°50.30

N40°43.28'/W112°11.88

N40°31.38′/W112°09.00

N40°44.85'/W112°11.22 N40°38.18'/W111°54.23 N40°54.28'/W112°10.15 N40°46.67'/W111°53.25 N40°42.28'/W112°05.92

VFR WAYPOINTS WAYPOINT IDENT COLLOCATED VER CHECKPOINT VPHVE SPAGHETTI BOWL JORDAN RIVER TEMPLE

INCATION N40°43.50′/W111°54.22′ N40°35.02'/W111°55.58'

N40°46.80'/W112°05.80'

N40°59.08'/W111°53.57'

N41°11.50'/W111°57.08'

N40°48.50'/W111°53.37'

N41°01.67'/W112°02.47'

N40°50.15′/W111°54.90′

N41°03.57'/W112°14.23'

N41°13.13'/W112°00.45'

N41°20.38'/W112°02.78'

N40°29 88'/W111°53 62'

N41°12.28′/W112°25.73′

N40°27.42′/W111°54.83′

N40°18.77'/W111°39.45' N40°48.48'/W112°00.33'

N40°45.83'/W111°54.85'

N40°50.93'/W112°10.92'

N40°45.73'/W111°50.28'

N41°08.17'/W111°54.83'

N40°38.00′/W112°03.33′

N40°45.00'/W111°48.95'

N33°27.62'/W117°42.87'

N33°36.33'/W117°48.63'

N33°14.15'/W117°26.63'

N32°56.25'/W116°52.60' N33°05.18'/W117°18.55'

N32°58.87'/W117°07.00'

N32°48.55'/W117°09.17'

N32°48.72'/W117°01.97'

N32°47.77'/W117°15.42' N32°39.37'/W117°07.30'

N32°58.25'/W116°57.33'

N32°51.53'/W116°53.28'

39

KSL ANTENNA LAGOON AMUSEMENT PARK MCKAY DEE HOSPITAL MICROWAVE TOWERS

> GRAIN ELEVATOR POWER STATION STATE PRISON PROMONTORY POINT POINT OF THE MOUNTAIN

VPPFN VPPPT V/DDTM VPPV0 PROVO CANYON VPRWY VPSI C I-15/I-80 INTERCHANGE **VPTIP** SOUTH TIP

VPHOH **VPWRR** WEBER CANYON **VPWBT**

VPIRT

VPKSI

VPLGN

VPMDH

VPMMT

VPMSH

VPNSI

VPNTP

VPOGE

VPOPS

VPLSP

VPOCN

VPSBC

VPSRI VPSRM

VPSCF

VPSCM

VPSCR

VPSFR

VPSLJ

VPSMB

VPSMP

VPSMS

VPSMV

VPSMW

VPSOP

VPSOT VPSPL

VPSPP

VPSOS

VPSRT

VPSSM

VPSSV

VPSTP

VPSVA

VPKBG

VPAI T **VPANT**

VPBBR

VPCAL

VPCRT

VPCOY **VPCOZ**

VPCRL

VPCRY

HOGLE ZOO

VP700

VPLDP

SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

BLACK MOUNTAIN

COWLES MOUNTAIN

CRYSTAL PIER

IRON MOUNTAIN

LAKE JENNINGS

MOUNT SOLEDAD

MOUNT WOODSON

OTAY MESA PRISON LOWER OTAY LAKE

SOUTH POINT LOMA

OUALCOMM STADIUM

DEL MAR BACE TRACK

SAN VICENTE ISLAND

KINGSBURY GRADE

ALTAMONT PASS

ANTIOCH BRIDGE

BENICIA BRIDGE

LAKE CHAROT

COYOTE HILLS

CAROUINEZ BRIDGE

CALAVERAS RESERVOIR

CRYSTAL SPRINGS CAUSEWAY

SAN MIGUEL MOUNTAIN

TORREY PINES GOLF COURSE

SAN FRANCISCO SECTIONAL CHART

SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

SW. 23 SEP 2010 to 18 NOV 2010

POWER PLANT

U OF U EVENTS CENTER DANA POINT SIGNAL PEAK

BARONA CASINO

N32°45.57'/W117°12.22' N33°22.70'/W117°36.75' N32°50.40'/W117°15.10' N32°45.75'/W117°09.80' N33°00.52'/W116°58.23' N32°35.82'/W116°55.28' N32°37.73'/W116°55.38' N32°39.90'/W117°14.55' N33°08.25'/W117°20.23' N32°46.98'/W117°07.23' N32°58.58'/W117°15.95'

N32°41.78'/W116°56.18' N32°55.53'/W116°55.00'

N32°54.17'/W117°14.68' N33°11.48'/W117°16.38' N38°58.75'/W119°53.20'

N37°44.35'/W121°35.42'

N38°01.45'/W121°45.02'

N38°02.50'/W122°07.45'

N37°28.16'/W121°48.93'

N37°43.68'/W122°06.94'

N37°32.50'/W122°05.06'

N38°03.66'/W122°13.52'

N37°11.00′/W121°41.06′

N37°30.56'/W122°21.10'

392 VFR WAYPOINTS WAYPOINT IDENT COLLOCATED VER CHECKPOINT LOCATION **VPDUB** DUBLIN N37°42.06′/W121°55.36 VPFMR **EMBASSY SUITES** N37°26.05'/W121°53.83 WAYPOINT IDENT COLLOCATED VFR CHECKPOINT LOCATION VPCSH CAL STATE UNIVERSITY N37°39.52'/W122°03.52 VPDAM DEL VALLE DAM N37°36.91'/W121°44.78 VPDI R N37°07.00′/W121°47.06 VPDIIR DUBLIN N37°42.06'/W121°55.36 **VPEMB EMBASSY SUITES** N37°26.05'/W121°53.83 **VPGGF** GOLDEN GATE FIELDS N37°53.07'/W122°18.71 VPGIL N37°01.37'/W121°33.99 **VPHHH** HAMILTON N38°03.58'/W122°30.66 VPKGO N37°31.58'/W122°06.10 KGO VPI FX LEXINGTON RESERVOIR N37°11.66′/W121°59.18 **VPMID** MID-SPAN SAN MATEO BRIDGE N37°36.28'/W122°11.81 **VPMOR** N37°48.46'/W122°11.95 MORMON TEMPLE VPNUM NUMMI PLANT N37°29.56'/W121°56.58 **VPPAC** N37°38.00′/W122°32.07 VPPRU PRUNEYARD N37°17.33'/W121°56.01 VPSAR N37°15.26′/W122°02.33 SARATOGA **VPSLA** SLAC/LINEAR ACCELERATOR N37°24.75'/W122°14.35 **VPSTB** STINSON BEACH N37°54.45′/W122°40.41 **VPSUN** SUNOL GOLF COURSE N37°34.85'/W121°53.23 **VPUTC** U.T.C. N37°13.93′/W121°41.35 VPWAL WALNUT CREEK N37°53.78'/W122°04.30 VPWAM N37°30.28'/W122°10.00 **VPWFR** CEMENT PLANT N37°30.88′/W122°12.26 TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART 75 00

VPBOV		N27°57.00′/W080°46.75
VPCNY		N28°30.00′/W080°45.00
VPDAD	DADE CITY	N28°22.57′/W082°11.25
VPDFI		N29°00.17′/W081°20.85
VPDUT		N27°37.70′/W082°09.10
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83
VPFFU		N28°57.08′/W081°00.33
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67
VPHUC		N28°19.87′/W082°43.77
VPKER	LAKE PARKER	N28°04.00′/W081°56.00
VPLEV		N28°48.00′/W080°52.00
VPLJA		N29°00.00′/W080°51.00

WASHINGTON SECTIONAL CHART

 VPACE
 N38°07.82′/W076°48.75

 VPAXI
 N38°34.57′/W076°20.38

 VPBRA
 N36°13.75′/W076°08.08

 VPGCE
 N36°03.90′/W076°36.42

 VPWZO
 N36°00.87′/W075°40.07

VOR RECEIVER CHECK VOR RECEIVER CHECKPOINTS

393

VOR TEST FACILITIES (VOT)

Dist

from

Fac.

N.M.

5.9

5.0

6.5

1 0

1 4

0.7

0.6

5.0

Dist

from

Fac.

N.M.

0.7

1 1

7 2

10.0

11.7

9.6

8.2

5.7

18 1

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220

299

318

124

106

Azimuth

from

Fac.

Mag.

148

302

130

091

172

223

290

015

130

118

313

065

Checkpoint Description

Over interstate 8 freeway crossing canal.

Over apch end Rwy 30.

Runup area Twy G at 26

Center of runup area apch end Rwy 03.

On runup pad northeast of Twy A17.

On Twy P runup area Rwy

Over apch end Rwy 29.

Remarks

Checkpoint Description

On runup area apch end Rwy 32.

Over apch end Rwv 11L.

Over apch end Rwy 25L.

Over apch end Rwv 19L.

Over apch end Rwv 22.

Over apch end Rwy 30.

Over Rwy apch end 11.

Over apch end Rwv 11.

Over apch end Rwy 30.

Over apch end Rwy 32.

On the main ramp at east terminal gas pit.

On north runup area.

On Twy G between Rwy 12R and Rwy 12C.

end

30C.

Over red and white square

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information

and ATC Procedures. NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne

	ender columns headed Type of encomposite a Type of Fer Facility a classic for greater ty classic for an encomposite				
	followed by figures (2300) or (1000-3000) indicating the altitudes above mean sea level at which the check should				
	be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.				
ARIZONA					
	VOD DECEIVED CHECKDOINTS				

VOR RECEIVER CHECKPOINTS

Type

Check

Azimuth Pt.

from Gnd. Fac. Facility Name (Arpt Name) Frea/Ident AB/ALT Mag.

Bard 116.8/BZA A/2000 242

113.6/FHU

108.8/IGM

113.3/IWA

116.0/TUS

113.3/IWA

112.6/INW

Freq.

Freq/Ident

110.2/ACV

109.8/CIC

112.9/CZQ

113.6/LAX

117.0/CCR

113.2/DAG

114.2/HYP

114.0/FOT

114.0/FOT

111.0/GLJ

115.9/IPL

108.4/LHS

109 0

110.0

G

G

G

G

A/6000

Facility

G

G

Pt.

Gnd.

AB/ALT

G

G

A/1400

A/1000

A/1200

A/2800

A/1200

A/1500

A/1400

A/1200

A/1500

G

SW. 23 SEP 2010 to 18 NOV 2010

VOR TEST FACILITIES (VOT) Type, VOT

CALIFORNIA VOR RECEIVER CHECKPOINTS Type Check

124 114.1/DRK A/7000

033

Drake (Ernest A. Love Fld)..... Flagstaff (Pulliam)..... A/8000 113.85/FLG

(Sierra Vista Muni/Libby AAF).....

Kingman (Kingman).....

Phoenix-Mesa Gateway

Tucson (Tucson Intl)

Willie (Phoenix-Mesa Gateway).....

Winslow (Winslow-Lindbergh Rgnl)

Phoenix Sky Harbor Intl.

Prescott (Ernest A. Love Fld)

Arcata (Arcata)

Chico (Chico Muni).....

Clovis (Fresno Yosemite Intl).....

Compton Woodley.....

Concord (Buchanan Field).....

Daggett (Barstow-Daggett)

El Nido (Merced Muni/Macready Fld)......

Fortuna (Murray Fld).....

Fortuna (Rohnerville).....

Guadalupe (Santa Maria Pub/Capt G Allan Hancock Fld)

Imperial (Imperial County).....

Airfield).....

Lake Hughes (General Wm J. Fox

Facility Name (Airport Name)

Fort Huachuca

Facility Name (Airport Name)

Freq/Ident

Facility Name (Airport Name)

Maxwell (Willows-Glenn County) 110.0/MXW

(Modesto City-Co-Harry Sham Fld) 114.6/MOD

Thermal (Jacqueline Cochran Rgnl)

Van Nuys.....

Ventura (Camarillo)

Ventura (Oxnard)

Woodside (Hayward Executive).....

Woodside (San Carlos)

					intersection of Taxiways
					A and A1.
Oakland (Metropolitan Oakland Intl)	116.8/OAK	G	081	0.9	On runup pad end of Rwys 27R and 27L.
Palmdale (General Wm. J. Fox Airfield)	114.5/PMD	A/5000	296	10.1	Over center taxiway/runway intersection.
Paso Robles (Paso Robles Muni)	114.3/PRB	G	247	0.4	Transient parking ramp front of terminal.
Placerville (Placerville)	115.5/HNW	A/5200	076	8.7	Dam on west end of lake.
Pomona (Cable)	110.4/POM	A/3500	053	5.1	Over apch end of Rwy 06.
Red Bluff	115.7/RBL	A/1500	358	5.8	Over the center of Red Bluff Fairgrounds Race Track.
Redding (Redding Muni)	108.4/RDD	G	310	0.5	On runup area apch end Rwy 12.
Sacramento (McClellan Airfield)	109.2/MCC	G	358	.9	On Taxiway at end of Rwy 16.
	109.2/MCC	G	015	0.4	On Taxiway B.
Sacramento (Sacramento Executive)	115.2/SAC	A/1000	016	4.4	Over apch end Rwy 02.
Salinas (Salinas Muni)	117.3/SNS	G	247	0.4	Intersection of twys C and D.
San Francisco (San Francisco Intl)	115.8/SF0	A/1800	153	6.7	Over Crystal Springs causway 5 NM west of San Carlos arpt.
San Jose (Norman Y. Mineta San Jose Intl).	114.1/SJC	G	123	1.7	On Twy B and runup area Rwy 30L.
San Jose (Norman Y. Mineta San Jose Intl).	114.1/SJC	G	132	0.6	Twy V abeam Twy J.
Santa Barbara	114.9/RZS	A/2000	279	11	Over Lake Cachuma Dam spillway.
Santa Barbara (Santa Barbara Muni)	114.9/RZS	G	197	5.8	At intersection of Taxiway D and H.
Santa Rosa (Charles M. Schulz-Sonoma Co)	113.0/STS	A/2000	323	5.9	River bridge on Highway 101.
	113.0/STS	G	121		.5 NM runup Rwy 32.
	113.0/STS	G	344		.4 NM runup Rwy 14.
Scaggs Island (Napa County)	112.1/SGD	A/1000	047	5.4	Over rotating beacon.
The constant of the first firs	4400 (TD14		000		0

116.2/TRM

113.1/VNY

113.1/VNY

113.1/VNY

108.2/VTU

108.2/VTU

108.2/VTU

113.9/0SI

113.9/0SI

G

G

G

G

G

G

G

A/1300

G

A/2000

329

169

161

142

330

320

289

107

009

355

0.3

0.5

1.6

0.4

6.1

6.5

9.0

5.0

7.2

On centerline of twy 375' in front of hangar.

At intersection of Twy D and Twy A.

On West runup area rwy

On parallel Twy W of Rwy 25 runup area.

Over apch end rwy 12.

Runup area Rwy 28L.

Over Rwy 30 numbers.

Runup area Rwy 16L.

Runup Rwy 26.

Runup Rwy 08.

34L.

Type Check

Pt.

Gnd.

AB/ALT

A/1200

G

Azimuth

from

Fac.

Mag.

342

093

Dist.

from

Fac.

N.M.

11.5

0.6

Checkpoint Description

Over apch end Rwy 34.

On ramp area next to

	VOR RECE	IVER CHE	CK		395
\	OR TEST FA	CILITIES	(VOT)		
Facility Name		Type, VOT			
(Airport Name)	Freq.	Facility			Remarks
Bakersfield	111.2	G			
Hawthorne (Jack Northrop Fld/Hawthorne Muni)	113.9	G			Unusable on south taxiway.
Long Beach (Daugherty Field)	113.9	G			Unusable all areas except runup Rwy 25L at Taxiway J, runup Rwy 25R.
Los Angeles Intl	113.9	G			Unusable all areas except intersection of Twys A at G runup Rwy 25L at Twy F and intersection of Twy C at N.
Sacramento Executive	111.4	G			
Sacramento Intl	111.4	G			
San Diego (EL Cajon) (Gillespie Fld)	110.0	G			
San Diego (Mount Solead) (San Diego Intl)	109.0	G			Unusable all areas except runup area Rwy 27.
San Diego (Montgomery)	109.0	G			Unusable all areas except runup areas for Rwys 05 and 28L.
San Francisco Intl	111.0	G			
Santa Ana (John Wayne Airport/Orange Co)	110.0	G			
Santa Monica Muni	113.9	G			Unusable all areas except runup areas for Rwys 03 and 21.
Torrance (Zamperini Fld)	113.9	G			
	COL	ORADO			
vo	R RECEIVE	R CHECK	POINTS		
		Type Check Pt. Gnd.	Azimuth from Fac.	Dist. from Fac.	
Facility Name (Airport Name)	Freq/Ident	AB/ALT	Mag.	N.M.	Checkpoint Description
Akron	. 114.4/AKO	A/6000	179	7.0	Over Igtd twr.
Cortez (Cortez Muni) Denver (Rocky Mountain Metropolitan)		A/7000 G	196 060	0.6	Over apch end rwy 21. Runup area at Alpha 17.
Durango (Durango-La Plata Co)		G	218		Runup area Rwy 03.
Hayden (Craig-Moffat) Pueblo (Pueblo Memorial)		A/7200 G	248 249	9.6 3.8	Over apch end rwy 25. On painted circle with arrow on runup pad S side apch end rwy 08L.

116.7/PUB A/7300 294

VOR TEST FACILITIES (VOT)

Facility Name Type, VOT

(Airport Name) Freq. Facility

G

G

(City of Colorado Springs Muni) 110.4 Denver International 110.0 G

SW. 23 SEP 2010 to 18 NOV 2010

F.

7.8

Over KOAA TV twr, 5.4 NM

Remarks VOT unusable east of Twy

VOT unusable in terminal area N of Twy AA to Twy BN and W Twy L to Twy

of arpt.

NEVADA VAR REALIVER ALIEAVRAINTA

	VOK RECEIVER CHECKPOINTS					
		Туре				
		Check	Azimuth	Dist.		
		Pt.	from	from		
		Gnd.	Fac.	Fac.		
Name (Airport Name)	Freq/Ident	AB/ALT	Mag.	N.M.		

110.6/ELY

117.9/FMG

114.2/LWL

108.2/INA

108.2/INA

A/7000 343 Bullion (Elko Rgnl)..... 114.5/BOU

G

A/7000

A/7000

A/6000

G

Checkpoint Description

Over center of race track

Intersection of Twv A and

Twv B.

Over radio twr.

Over highway bridge crossing railroad tracks

Runup area Rwv 32.

Remarks

Checkpoint Description

On Twy A in front of fire department.

On runup pad apch end Rwy 03.

Over yellow water tank.

Twy entrance to Rwy 26 just west of approach

Over rotating beacon on steel twr adjacent to terminal bldg.

On Twy A 2000' from AER

100' in front of terminal on twy.

Remarks

On middle of W ramp adjacent to twy.

At junction main intersection of twy and ramp, (Checkpoint unusable).

end

Over atct.

5 1

12.8

83

6.5

8

Dist.

from

Fac

N.M.

5.4

3.5

6.0

5.2

4.7

0.9

127

3.2

0.5

059

291

286

024

134

Azimuth

from

Fac

Mag.

333

030

233

100

334

100

240

155

258

Facility

Elv (Elv Arpt/Yelland Fld).....

Mustang (Reno/Stead)

Wells (Wells Muni/Harriet Fld)

Winnemucca Muni.....

Facility Name (Airport Name)

Facility Name (Airport Name)

Carlsbad (Carlsbad City Air Terminal)

Hobbs (Lea County Rgnl).....

Las Vegas (Las Vegas Muni)

Roswell (Roswell Intl Air Center).....

Santa Fe (Santa Fe County Muni)

Silver City (Grant Co)

Texico (Clovis Muni).....

Consequences Muni)..... Tucumcari (Tucumcari Muni).....

Albuquerque Intl. Sunport

Truth or Consequences (Truth or

Facility Name (Airport Name)

- VOR TEST FACILITIES (VOT) Type, VOT
- Frea. Facility

Las Vegas (North Las Vegas)..... 108.2 G

Freq/Ident

116.3/CNM

111.0/HOB

117.3/LVS

116.1/CME

110.6/SAF

110.8/SVC

112.2/TX0

112.7/TCS

113.6/TCC

Freq.

SW. 23 SEP 2010 to 18 NOV 2010

NEW MEXICO

VOR RECEIVER CHECKPOINTS

Type Check Pt.

Gnd

AB/ALT

G

G

A/8500

G

G

G

A/6000

G

G

Facility

G

VOR TEST FACILITIES (VOT) Type, VOT

VOR RE	CEIVER	CHECK
--------	--------	-------

397

UTAH

VOR RECEIVER CHECKPOINTS

		Type	Azimuth	Dist.	
		Check Pt.	from	from	
		Gnd.	Fac.	Fac.	
Facility Name (Airport Name)	Freq/Ident	AB/ALT	Mag.	N.M.	Checkpoint Description
Cedar City (Cedar City Rgnl)	117.3/CDC	A/6500	177	4.7	Over apch end Rwy 20.
Delta (Delta Muni)	116.1/DTA	A/6000	346	5.3	Over apch end of Rwy 17.
Provo (Provo Muni)	108.4/PVU	G	180	0.4	Runup area Twy D.
	108.4/PVU	G	331	0.7	Runup area Twy B.
Vernal (Vernal Rgnl)	108.2/VEL	A/8000	021	6.5	Over towers on knoll.
VC	OR TEST FA	ACILITIES	(VOT)		
Facility Name		Type VOT			

Facility Name		Type, VOT	
(Airport Name)	Freq.	Facility	
Salt Lake City Intl	111.0	G	

PARACHUTE JUMPING AREAS

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods o activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower o ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
	ARIZONA		
(c) Buckeye Muni	8 NM; 089° Buckeye	14,000	Daily SR-2 hours after SS. 2 NM radius.
(c) Bullhead City, Eagle Airpark	10 NM; 300° Needles	15,000	3 NM Daily 0645-1835
(c) Casa Grande Muni		12,000	2 NM Daily 0600-1700.
(c) Coolidge Muni	25 NM; 070° Stanfield	17,999	15 NM radius, daily. High altitude, full canopy, free fall, and low level combat parachute jumping. Large military transports in vicinity of arpt.
(c) Cottonwood Arpt	22.1 NM; 072° Drake	14,000	Continuous during dalgt hrs. Albuquerque Center 124.5
(c) Eloy Muni	17 NM; 094° Stanfield	17,500	4 NM radius. Daily SR-2 hours after SS (ctc UNICOM for PAJA advisories. Landing area ¼ mile E of rwy centerline).
(c) Estrella Sailport	17 NM; 300° Stanfield	14,000	1 NM radius. Daily SR-SS.
Kingman Arpt(c) Laguna AAF/Yuma Proving	25 NM; 334° Kingman	12,000	5 NM radius, daily SR-SS.
Ground	11.8 NM; 048° Bard	25,000	Continuous 24 hrs. 5 NM radius, Laguna AAF Control Zone.
(c) Marana Rgnl	25 NM; 308° Tucson	17,999	15 NM radius, Continuous. Tucsor Tower 125.1
(c) Marana, Pinal Airpark	33 NM; 308° Tucson	25,000	15 NM radius, Continuous.
	CALIFORNIA		
Apple Valley Arpt	10 NM; 073° Victorville	15,000	2 NM radius, daily SR-SS.
(c) Brickland's Ranch	12.5 NM; 339° Redding	3,900	3 NM radius, May 1 thru Nov 1 yearly.
(c) Byron Arpt	23 NM; 250° Manteca	15,000	Daily SR-SS
(c) California City Muni Arpt		17,500	Daily SR-SS.
(c) Camarillo Arpt	8.4 NM; 000° Ventura	14,000	2 NM radius, usually blo 10,000', SR-SS; Listen for 1-minute call or Camarillo Twr freq.
(c) Cloverdale Muni Arpt	18 NM; 316° Santa Rosa	12,500	1 NM radius, Mon-Sun 0800-2100.
(c) Davis/Woodland/Winters,			
	16.5 NM; 283° Sacramento	13,500	3 NM radius, daily SR-2300.
(c) Fall River Mills Arpt		8,700	2 NM radius, daily May 1–Nov 30.
(c) Hemet/Diamond Valley	12.5 NM; 107° Homeland	14,000	3 NM radius. Wed-Fri 0900-SS. Sat-Sun 0800-SS, other days and times by request.
(c) Hollister Muni	16.6 NM; 017° Salinas	17,999	1 NM. Daily, all hours. Oakland Center 128.7
(c) Lake Elsinore, Skylark Fld	10.5 NM; 198° Homeland	14,000	1 NM radius, 0800-SS daily
(c) Lincoln Rgnl/Karl Harder Fld.		15,000	Daily 0800-SR
(c) Lodi Arpt	15 NM; 285° Linden	15,000	Continuous 24 hrs. 1 NM radius. Other altitudes by notam.
Lompoc Arpt		15,000	4 NM radius, Thu-Mon SR-SS.
(c) Lompoc	14 NM; 284° Gaviota	17,999	1 NM radius, daily 1600-0400.

12.500

14.000

14.500

14.500

18.000

14.000

2.800

DISTANCE AND RADIAL FROM

NEAREST VOR/VORTAC

Murrieta, Bear Creek Arpt....... 13 NM: 178° Homeland 11.500 (c) Oro Loma, Eagle Fld 12 NM; 010° Panoche 12.500

(c) Paradise Skypark Arpt 12 NM: 097° Chico (c) Perris Valley Arpt...... 1 NM; 220° Homeland (c) Salinas, Davis Road Drop 6 NM; 235° Salinas..... Zone.....

(c) San Diego, Brown Fld Muni ... 2.3 NM 157° Poggi (c) San Diego, Leon Drop Zone .. 11.5 NM; 192° Mission Bay

(c) Taft-Kern Co Arpt 21 NM; 066° Fellows

(c) Tres Pinos Drop Zone 16 NM; 045° Salinas.......

(c) Watsonville Muni Arpt 24 NM; 304° Salinas.....

(c) Wilton Drop Zone 17.5 NM; 080° Sacramento

Boulder Muni 9 NM; 328° Jeffco

(c) Calhan Arpt 17NM; 057° Black Forrest

Greeley, Skydive the Farm 16 NM; 308° Gill

(c) Fort Morgan Muni Arpt 3 NM 278° Akron

(c) Hugo. Kelly Drop Zone....... 10 NM: 254° Hugo......

(c) Longmont, Vance Brand Arpt 15 NM; 346° Jeffco

(c) Trinidad, Pinon Drop Zone 28 NM; 279° Tobe

(c) San Diego, Trident 5 NM; 111° Poggi...... Santa Maria 5 NM; 021° Guadalupe (c) Santa Ynez 8 NM; 293° Gaviota......

(c) Brush Muni.....

(c) Canon City, Fremont County

(c) Fort Collins/Loveland Muni

Arpt (c) Colorado Springs, USAF Academy Airstrip

(c) San Diego, South Bay...... 7 NM; 136° Mission Bay......

(c) San Diego, Otay Reservoir 4.4 NM; 058° Poggi

LOCATION

(c) Marina Muni 7.6 NM; 259° Salinas

COLORADO

SW. 23 SEP 2010 to 18 NOV 2010

19.6 NM 277° Akron

32.9 NM; 271° Pueblo.....

9 NM; 266° Black Forrest......

PARACHUTE JUMPING AREAS

5.800 2,800

15.000 12.500 AGL 17.999

12.500

12.500

10.000

1.500 AGL

18,000

17,700

17,500

17,500

17,500

17.500

14.500

17.500

8.000

17,900

8,000

5.500 13.000

13,000

and holidays.

after SS daily.

Thu-Sun SR-SS.

entering Terminal Control Area). 1NM radius. Daily SR-SS.

Daily SR-SS. 1NM radius altitudes Daily SR-SS, 1NM radius vearly.

2 NM radius. Daylight hrs.

2 NM radius, Daily 0800-SS.

2 NM radius, 1hr before SR- 1 hr

2 NM radius. Daily 1300-0659.

Daily SR-SS occasionally til 2200.

3 NM Wed-Sun SR-1 hr after SS.

2 NM radius. Fri-Sun 0800-SS.

2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.

2 NM radius. Daily SR-2 hrs after

2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.

above 2800-3300 MSL avbl upon request, (ctc SOCAL prior to entering Terminal Control Area). 0900-SS, Sat, Sun and holidays 1 NM radius, daily 1600-0400. 3 NM radius. May 1 thru Nov 1 1 NM radius, SR-SS, occasional night jumps by NOTAM. 2 NM radius. Daily SR-SS,

occasional ngt jumps by NOTAM. 1 NM radius, Daily SR-SS. 1 NM radius, 0900-SS, Sat, Sun, 1 NM radius, daily 1800-0100. Hvy equip, paratroopers.

399

REMARKS

3 NM radius. Daily SR-1 hour after

Weekends and occasional

SR-SS Sat and Sun

1 NM radius, Mon-Fri

2 NM radius, Fri-Sun.

Daily, 0800-SS.

Daily SR-SS

1 NM radius. Daily sunrise to

1 NM radius, Daily 0500-1900

2 NM radius. Mon-Fri 0800-1800.

Continuous, 1NM radius, Altitudes above 2800-15000 MSL avbl upon request, (ctc SOCAL prior to

0800-sunset, Sat-Sun 0630-sunset.

weekdays

sunset.

PARACHUTE JUMPING AREAS

NEVADA

MAXIMUM

ALTITUDE

17,000

17.000

10.000

15.000

17.500

17.500 AGL

12 500

REMARKS

0.5 NM radius. Daily SR-SS.

0.5 NM radius. Daily, SR-SS.

2 NM radius, Continuous SR-SS

5 NM radius. Daily SR-SS.

1 NM radius. Daily SR-SS.

1.3 NM east of rwys. SR-SS Sat-Sun. Other times by NOTAM

Tue-Sun SR-SS

DISTANCE AND RADIAL FROM

NEAREST VOR/VORTAC

400

LOCATION

(c) Nellis AFB, Gunfighter Drop

(c) Boulder City Arpt. 3 NM; 164° Boulder City

(c) El Dorado Jump Zone 7 NM; 195° Boulder City

Indian Springs AF Aux Arpt...... 38 NM; 304° Las Vegas.....

(c) Jean Drop Zone 24.1 NM; 191° Las Vegas

(c) Mesquite Arpt 11.4 NM; 054° Mormon Mesa ...

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AERONAUTICAL CHART BULLETIN The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last

publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts, Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight. ALBUQUERQUE SECTIONAL 85th Edition, 6 May 2010

3 Jun 2010 Change obst from 7115'MSL (245'AGL) to 7240'MSL (306'AGL)UC. 35°29'06"N.

403

AIRSPACE 22 Oct 2009 - 8 Apr 2010 No Major Changes. 3 Jun 2010 Revise DUMAS, TX Class E: That airspace extending upward from 700 feet above the surface

29 Jul 2010 Add obst 3904'MSL (600'AGL)UC, 33°34'12"N, 101°59'21"W. 23 Sep 2010 Add obst 3917'MSL (360'AGL)UC, 33°31'46"N, 102°30'13"W.

Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

within a 6.8-mile radius of Moore County Airport and within 1.9 miles each side of the 023° bearing from

22 Oct 2009 - 8 Apr 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes. 3 Jun 2010 - 23 Sep 2010 No Major Changes.

OBSTRUCTIONS

107°39′56″W

OBSTRUCTIONS

133.85, 236.825. **NAVAIDS**

MISCELLANEOUS

23 Sep 2010 No Major Changes.

23 Sep 2010 No Major Changes. SPECIAL USE AIRSPACE 23 Sep 2010 No Major Changes. MILITARY TRAINING ROUTES 23 Sep 2010 No Major Changes.

23 Sep 2010 No Major Changes.

AIRPORTS

AIRSPACE

AIRPORTS

the airport extending from the 6.8-mile radius to 8.9 miles northeast of the airport, and within 4 miles each side of the 203° bearing from the airport extending from the 6.8-mile radius to 11.2 miles

southwest of the airport 29 Jul 2010 - 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE 3 Jun 2010 – 23 Sep 2010 No Major Changes. MILITARY TRAINING ROUTES 3 Jun 2010 - 29 Jul 2010 No Major Changes.

23 Sep 2010 IR-180 Revised IR-128 Revised

MISCELLANEOUS 3 Jun 2010 - 23 Sep 2010 No Major Changes.

CH-23 WORLD AERONAUTICAL CHART

23 Sep 2010 No Major Changes.

23 Sep 2010 Add WALDRON NOLF to Control Tower Frequencies: Operates 0730-SS Mon-Fri; Twr Freq

41st Edition, 23 Sep 2010

CHEYENNE SECTIONAL 82nd Edition. 29 Jul 2010 OBSTRUCTIONS 29 Jul 2010 No Major Changes. 23 Sep 2010 Add obst 2890'MSL (349'AGL), 44°04'38"N, 102°26'47"W. AIRPORTS 29 Jul 2010 No Major Changes. 23 Sep 2010 Delete ARTHUR arpt, 41°33'42"N, 101°42'41"W. Delete GRANBY SPORTS ultralight flight park, 40°02′55″N, 105°56′18″W, 29 Jul 2010 - 23 Sep 2010 No Major Changes. AIRSPACE 29 Jul 2010 - 23 Sep 2010 No Major Changes. SPECIAL USE AIRSPACE 29 Jul 2010 - 23 Sep 2010 No Major Changes. MILITARY TRAINING ROUTES 29 Jul 2010 - 23 Sep 2010 No Major Changes. MISCELLANEOUS 29 Jul 2010 - 23 Sep 2010 No Major Changes. DENVER SECTIONAL

83rd Edition, 29 Jul 2010

AERONAUTICAL CHART BULLETIN

AIRPORTS 29 Jul 2010 No Major Changes. 23 Sep 2010 Delete GRANBY SPORTS arpt, 40°02'55", 105°56'18"W.

23 Sep 2010 Add obst 5340'MSL (427'AGL), 38°09'48"N, 104°37'17"W.

AIRSPACE 29 Jul 2010 - 23 Sep 2010 No Major Changes. SPECIAL USE AIRSPACE

29 Jul 2010 - 23 Sep 2010 No Major Changes. MILITARY TRAINING ROUTES 29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

DENVER/COLORADO SPRINGS TERMINAL AREA CHART 74th Edition. 29 Jul 2010

OBSTRUCTIONS 29 Jul 2010 No Major Changes. 23 Sep 2010 Add obst 5340'MSL (427'AGL), 38°09'48"N, 104°37'17"W.

AIRPORTS 29 Jul 2010 - 23 Sep 2010 No Major Changes.

NAVAIDS 29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes. SPECIAL USE AIRSPACE

29 Jul 2010 - 23 Sep 2010 No Major Changes. MILITARY TRAINING ROUTES 29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

SW. 23 SEP 2010 to 18 NOV 2010

MISCELLANEOUS

MISCELLANEOUS

OBSTRUCTIONS 29 Jul 2010 No Major Changes.

404

405

GRAND CANYON VFR AERONAUTICAL CHART 3rd Edition, 19 Apr 2001

17 May 2001 - 23 Sep 2010 No Major Changes. 17 May 2001 - 10 May 2007 No Major Changes.

5 Jul 2007 Delete TASSI arpt, 36°15′09″N, 113°57′54″W. Delete THE RANCH arpt, 36°00′37″N, 112°17′30″W. 30 Aug 2007 – 23 Sep 2010 No Major Changes.

8,500 figure just west of Supal/Diamond Creek Sector boundary.

17 May 2001 - 23 Sep 2010 No Major Changes. AIRSPACE

17 May 2001 - 23 Sep 2010 No Major Changes. SPECIAL USE AIRSPACE 17 May 2001 - 23 Sep 2010 No Major Changes. MILITARY TRAINING ROUTES 17 May 2001 - 23 Sep 2010 No Major Changes.

12 Jul 2001 - 23 Sep 2010 No Major Changes. OBSTRUCTIONS

OBSTRUCTIONS

MISCELLANEOUS

AIRPORTS

NAVAIDs

AIRSPACE

AIRPORTS

KLAMATH FALLS SECTIONAL 83rd Edition. 23 Sep 2010

17 May 2001 Blue Direct North (BDN) west bound route, add 10,500 with a westbound arrow above the

23 Sep 2010 No Major Changes.

23 Sep 2010 No Major Changes.

23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE 23 Sep 2010 No Major Changes. MILITARY TRAINING ROUTES 23 Sep 2010 No Major Changes.

23 Sep 2010 No Major Changes.

MISCELLANEOUS 23 Sep 2010 No Major Changes. OBSTRUCTIONS
23 Sep 2010 No Major Changes.
AIRPORTS
23 Sep 2010 No Major Changes.
NAVAIDs
23 Sep 2010 No Major Changes.
AIRSPACE
23 Sep 2010 No Major Changes.
SPECIAL USE AIRSPACE
23 Sep 2010 No Major Changes.
MILITARY TRAINING ROUTES
23 Sep 2010 No Major Changes.
MISCELLANEOUS
23 Sep 2010 No Major Changes.

AERONAUTICAL CHART BULLETIN

LAS VEGAS SECTIONAL 84th Edition. 26 Aug 2010

23 Sep 2010 Add BRYCE CANYON, UT Class E: Within a 4.2-mile radius of Bryce Canyon Airport. This Class E airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/ Facility

Add BRYCE CANYON, UT Class E: That airspace extending upward from 700 feet above the surface within 8 miles each side of the 047° and 227° bearing from the airport, extending 18 miles northeast and 15.9

IAS VEGAS TERMINAL AREA CHART

SW. 23 SEP 2010 to 18 NOV 2010

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OBSTRUCTIONS

AIRPORTS

NAVAIDs

Directory

MISCELLANEOUS

23 Sep 2010 No Major Changes.

23 Sep 2010 No Major Changes.

23 Sep 2010 No Major Changes.

miles southwest of the airport.

SPECIAL USE AIRSPACE
23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES
23 Sep 2010 No Major Changes.

23 Sep 2010 No Major Changes.

LOS ANGELES HELICOPTER ROUTE CHART 8th Edition, 22 Dec 2005

22 Dec 2005 - 13 Apr 2006 No Major Changes.

8 Jun 2006 Add group obst 405′MSL(390′AGL)UC, 33°43′39″N, 118°14′19″W. **3 Aug 2006 – 15 Jan 2009** No Major Changes. **12 Mar 2009** Add obst 421′MSL (348′AGL), 33°53′39″N, 118°13′31″W.

7 May 2009 - 23 Sep 2010 No Major Changes.

22 Dec 2005 - 3 Aug 2006 No Major Changes. 28 Sep 2006 Delete METHODIST heliport, 34°08'00"N, 118°02'33"W.

Delete SAN PEDRO PENINSULA heliport, 33°44'19"N, 118°18'38"W.

23 Nov 2006 - 30 Aug 2007 No Major Changes.

25 Oct 2007 Delete ANAHEIM POLICE heliport, 33°49'35"N, 117°54'05"W.

20 Dec 2007 - 20 Nov 2008 No Major Changes.

15 Jan 2009 Add SAN BERNARDINO INTL ATCT 119.45, 34°05′43"N, 117°14′06"W. EL TORO MCAS arpt abandoned, 33°40′34″N, 117°43′52″W.

Change CTAF freq 122.975 to 119.45 at SAN BERNARDINO INTL arpt, 34°05′43″N, 117°14′06″W. 12 Mar 2009 – 17 Dec 2009 No Major Changes. 11 Feb 2010 Delete LAKE MATHEWS arpt, 33°51′11″N, 117°25′26″W.

8 Apr 2010 - 23 Sep 2010 No Major Changes.

NAVAIDs 22 Dec 2005 – 15 Jan 2009 No Major Changes. 12 Mar 2009 Change RIVERSIDE VOR position from 33°57′07″N, 117°26′57″W to 33°57′19″N,

117°26′59″W, and magnetic variation from 15E to 14E. **7 May 2009 – 23 Sep 2010** No Major Changes.

AIRSPACE

OBSTRUCTIONS

AIRPORTS

22 Dec 2005 – 25 Sep 2008 No Major Changes.
20 Nov 2008 Add SAN BERNARDINO, CA Class D: That airspace extending upward from the surface to

and including 3200 feet MSL beginning at 34°08'09"N, 117°18'40"W; to 34°08'09"N, 117°11'13"W; to 34°07'42"N, 117°10'26"W; to 34°02'24"N, 117°10'26"W; thence via the 4.5 nautical mile radius of the

San Bernardino Airport clockwise to the point of beginning. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times

will thereafter be continuously published in the Airport/Facility Directory. 15 Jan 2009 - 2 Jul 2009 No Major Changes.

27 Aug 2009 Change SANTA ANA Class C freq from 380.2 to 279.575 **22 Oct 2009** No Major Changes. **17 Dec 2009** Change ONTARIO INTL ATCT freq. from 385.6 to 360.775, 34°03'22"N, 117°36'04"W.

11 Feb 2010 - 23 Sep 2010 No Major Changes. SPECIAL USE AIRSPACE

22 Dec 2005 - 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

22 Dec 2005 - 23 Sep 2010 No Major Changes.

MISCELLANEOUS

22 Dec 2005 - 8 Jun 2006 No Major Changes. **3 Aug 2006** Change MEF 0⁵ to 0⁶ in quadrant 33°30′-33°45′N, 118°00′-118°15′W.

28 Sep 2006 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

AIRPORTS

NAVAIDs

AIRSPACE

SPECIAL USE AIRSPACE

MISCELLANEOUS

MILITARY TRAINING ROUTES

29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

83rd Edition. 6 May 2010 3 Jun 2010 - 23 Sep 2010 No Major Changes.

PHOENIX SECTIONAL

OBSTRUCTIONS

SPECIAL USE AIRSPACE

MISCELLANEOUS

OBSTRUCTIONS

SPECIAL USE AIRSPACE

MISCELLANEOUS

MILITARY TRAINING ROUTES

AIRPORTS

NAVAIDs

MILITARY TRAINING ROUTES

3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes. 3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes.

3 Jun 2010 - 23 Sep 2010 No Major Changes.

AIRPORTS

3 Jun 2010 - 29 Jul 2010 No Major Changes. 23 Sep 2010 Change PENASCO VOR-DME from 31°21′00″N, 113°31′00″W to 31°22′00″N, 113°18′00″W.

3 Jun 2010 - 29 Jul 2010 No Major Changes.

date and time will thereafter be continuously published in the Airport/Facility Directory.

23 Sep 2010 Revise YUMA, AZ. Class D: That airspace extending upward from the surface to and

that airspace from the surface up to and including 300 feet above the surface from 32°36′52″N,

Revise YUMA, AZ. Class E: That airspace, within a 5.2-mile radius of Yuma MCAS/Yuma International Airport, excluding that airspace from the surface up to and including 300 feet above the surface from 32°36′52″N, 114°41′44″W; thence east to 32°36′52″N, 114°39′30″W; thence south to 32°34′55″N, 114°39′30″W.; thence clockwise along the 5.2-mile radius to the point of beginning. The Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

> PHOENIX TERMINAL AREA CHART 42nd Edition, 6 May 2010

SW. 23 SEP 2010 to 18 NOV 2010

114°41'44"W; thence east to 32°36'52"N, 114°39'30"W; thence south to 32°34'55"N, 114°39'30"W; thence clockwise along the 5.2-mile radius to the point of beginning. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective

including 2,700 feet MSL within a 5.2-mile radius of Yuma MCAS-Yuma International Airport, excluding

SALT LAKE CITY HELICOPTER ROUTE CHART 3rd Edition, 26 Oct 2006

OBSTRUCTIONS 23 Nov 2006 - 23 Sep 2010 No Major Changes.

AIRPORTS
23 Nov 2006 - 10 Apr 2008 No Major Changes.

23 Nov 2006 – 10 Apr 2006 No Major Changes.

5 Jun 2008 Delete PAYNE arpt, 41°05′54″N, 112°06′56″W.

Delete WARD heli, 40°35′59″N, 111°48′03″W.

31 Jul 2008 – 25 Sep 2008 No Major Changes.

20 Nov 2008 Delete CHANNEL 4 heli, 40°43′57″N, 111°57′20″W.

15 Jan 2009 – 3 Jun 2010 No Major Changes. 29 Jul 2010 CAMP WILLIAMS ANG arpt abandoned, 40°25′55″N, 111°55′51″W.

NAVAIDs

23 Sep 2010 No Major Changes.

23 Nov 2006 - 23 Sep 2010 No Major Changes.

AIRSPACE

23 Nov 2006 - 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE 23 Nov 2006 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

23 Nov 2006 - 23 Sep 2010 No Major Changes.

MISCELLANEOUS

23 Nov 2006 - 23 Sep 2010 No Major Changes.

SALT LAKE CITY SECTIONAL 83rd Edition, 8 Apr 2010

8 Apr 2010 - 3 Jun 2010 No Major Changes. 29 Jul 2010 CAMP WILLIAMS ANG arpt abandoned, 40°25'55"N, 111°55'51"W. 23 Sep 2010 No Major Changes.

OBSTRUCTIONS

AIRSPACE

8 Apr 2010 No Major Changes. **3 Jun 2010** Delete ARCO NDB, 43°35′57″N, 113°20′32″W. Delete LOGAN VOR-DME, 41°50′39″N, 111°51′55″W. **29 Jul 2010 – 23 Sep 2010** No Major Changes.

8 Apr 2010 No Major Changes.

3 Jun 2010 Add BÁTTLE MÖUNTAIN, NV Class E: Within a 4.2-mile radius of Battle Mountain Airport, and within 1.4 miles each side of the 218° bearing extending from the 4.2- mile radius to 7.4 miles

southwest of the Battle Mountain Airport.

This Class E airspace area is effective during the specific dates and times established in advance by a

Notice to Airmen. The effective date and time will thereafter be continuously published in the

Airport/Facility Directory.

29 Jul 2010 Revise WEST YELLOWSTONE, MT Class E: That airspace extending upward from 700 feet above the surface within 4.3 miles west and 8.3 miles east of the 026° and 206° bearings of the Yellowstone Airport extending from 8.3 miles northeast to 23.3 miles southwest of the Yellowstone

Airport; that airspace extending upward from 1,200 feet above the surface within 4.3 miles each side of the 209° bearing from 44°34′32″N, 111°11′51″W extending to 36.2 miles southwest, and within 5 miles

north and 4.3 miles south of the 304° bearing from 44°34'32"N, 111°11'51"W extending to the east

edge of V-343; that airspace extending upward from 10,700 feet MSL within a 25.3-mile radius of 44°34′32″N, 111°11′51″W extending clockwise from the 081° bearing from 44°34′32″N, 111°11′51″W to 4.3 miles east of the 236° bearing from 44°34′32″N, 111°11′51″W, and within 4.3 miles each side of the 236° bearing from 44°34′32″N, 111°11′51″W extending to 43.5 miles southwest; that airspace extending upward from 10.700 feet MSL within 9 miles south and 5 miles north of the 304° bearing from

44°34′32″N, 111°11′51″W extending to the east edge of V-343; that airspace extending upward from 12,000 feet MSL within a 30.5-mile radius of 44°34'32"N, 111°11'51"W extending clockwise from the

026° bearing from 44°34′32″N, 111°11′51″W to the 081° bearing from 44°34′32″N, 111°11′51″W; that airspace extending upward from 12,500 feet MSL within 4.3 miles each side of the 293°, 329° and 043° bearing from 45°00′19″N, 110°53′49″W extending to 25.16 miles west to 30.57 miles northwest to 54.24 miles north, and within 4.3 miles each side of the 312° bearing from 44°31′10″N, 111°14′03″W

extending to 25.20 miles northwest, excluding that portion that overlies the east edge of V-343 and south edge of V-2 and V-86; that airspace extending upward from 13,000 feet MSL, within a 30.5-mile radius of 44°34′32″N, 111°11′51″W extending clockwise from the 313° bearing to the 026° bearing from 44°34′32″N, 111°11′51″W excluding that portion that overlies V-298 and V-343. This Class E airspace area shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

existing controlled airspace 8,500 feet MSL and above; excluding that airspace designated for federal airways; excluding the portions within Restricted Area R-6404 and Lucin MOA during their published hours of designation. Establish KEMMERER, WY Class E: Within a 4.3-mile radius of the Kemmerer Municipal Airport, and within 1 mile each side of the 360° bearing from the airport, extending from the 4.3-mile radius to 7

miles north of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory. SPECIAL USE AIRSPACE 8 Apr 2010 - 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES 8 Apr 2010 - 23 Sep 2010 No Major Changes.

MISCELLANEOUS

8 Apr 2010 - 23 Sep 2010 No Major Changes.

SW. 23 SEP 2010 to 18 NOV 2010

23 Sep 2010 Revise LUCIN, UT Class E: That airspace extending upward from 1,200 feet above the

surface bounded on the west by V-269; on the east by V-484; and on the south by V-32; excluding

8 Apr 2010 - 23 Sep 2010 No Major Changes.

SALT LAKE CITY TERMINAL AREA CHART

42nd Edition, 8 Apr 2010

8 Apr 2010 - 23 Sep 2010 No Major Changes. 8 Apr 2010 - 3 Jun 2010 No Major Changes.

29 Jul 2010 CAMP WILLIAMS ANG arpt abandoned, 40°25'55"N, 111°55'51"W. 23 Sep 2010 No Major Changes.

8 Apr 2010 - 23 Sep 2010 No Major Changes.

8 Apr 2010 – 29 Jul 2010 No Major Changes. 23 Sep 2010 Revise LUCIN, UT Class E: That airspace extending upward from 1,200 feet above the surface bounded on the west by V-269; on the east by V-484; and on the south by V-32; excluding

SAN DIEGO TERMINAL AREA CHART 60th Edition. 1 Jul 2010

existing controlled airspace 8,500 feet MSL and above; excluding that airspace designated for federal

airways; excluding the portions within Restricted Area R-6404 and Lucin MOA during their published hours

OBSTRUCTIONS 29 Jul 2010 - 23 Sep 2010 No Major Changes.

AIRPORTS

AIRSPACE

SPECIAL USE AIRSPACE

MILITARY TRAINING ROUTES

OBSTRUCTIONS

NAVAIDs

AIRSPACE

of designation.

MISCELLANEOUS

MILITARY TRAINING ROUTES

29 Jul 2010 - 23 Sep 2010 No Major Changes. NAVAIDs

SPECIAL USE AIRSPACE 8 Apr 2010 - 23 Sep 2010 No Major Changes.

8 Apr 2010 - 23 Sep 2010 No Major Changes.

8 Apr 2010 - 23 Sep 2010 No Major Changes.

- 29 Jul 2010 23 Sep 2010 No Major Changes.
- 29 Jul 2010 23 Sep 2010 No Major Changes.
- 29 Jul 2010 23 Sep 2010 No Major Changes.
- MISCELLANEOUS
- 29 Jul 2010 23 Sep 2010 No Major Changes.
- 29 Jul 2010 23 Sep 2010 No Major Changes.

SW. 23 SEP 2010 to 18 NOV 2010

23 Sep 2010 Add SYRACUSE, KS Class E: That airspace extending upward from 700 feet above the

SW. 23 SEP 2010 to 18 NOV 2010

surface within a 7.3-mile radius of Syracuse-Hamilton County Municipal Airport.

29 Jul 2010 – 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 - 23 Sep 2010 No Major Changes.

29 Jul 2010 No Major Changes

MILITARY TRAINING ROUTES

SPECIAL USE AIRSPACE

MISCELLANEOUS

SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

HAUTED CTATEC

UNITED STATES		
FACILITY NAME	CHART & PANEL	
Frankfort, IL (LL4Ø)	L-28H	
Chicago App/Dep Con 133.1 285.6		
Glasgow Industrial, MT (Ø7MT)	H-1E, 2F, L-13D	
Salt Lake Center App/Dep Con 126.85 305.2		
USAF Academy Bullseye Aux Airstrip, CO (CO9Ø)	L-10F	
ASOS 118.325		
West Kentucky Airpark, KY (5KY3)	L-16I	
Memphis Center App/Dep Con 133.65 292.15	H-8I, L-23C	
William P Gwinn, FL (Ø6FA) Gwinn Tower 120.4 279.25 (Mon-Fri 1300-2100Z‡)	H-81, L-230	
Gwinn Tower 120.4 279.25 (Mon-Fri 1300–210024) Gnd Con 121.65 279.25		
GIIU COII 121.03 275.23		
CANADA	AULDT A DANE!	
FACILITY NAME	CHART & PANEL	
Abbotsford, BC (CYXX)	H-1B, L-12F	
ATIS 119.8 (1500–0700Z‡)		
Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8		
Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8		
MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500') Amos/Magny, QC (CYEY)	H-11B	
Montreal Center App/Dep Con 125.9	п-ттр	
Atikokan Muni, ON (CYIB)	L-14I	
MF 122.3 (5 NM to 4500' No ground station)	2 141	
Barrie-Orillia (Lake Simcoe Rgnl), ON (CYLS)	H-11B, L-31D	
AWOS 122.55 (Pvt)	11 115, 2 515	
Toronto Center App/Dep Con 124.025		
Bar River, ON (CPF2)	L-31C	
Toronto Center App/Dep Con 132.65		
Bathurst, NB (CZBF)	L-32J	
Moncton Center App/Dep Con 134.25		
Boundary Bay, BC (CZBB)	H-1B, L-1E	
ATIS 125.5 (1500-0700Z‡)		
Vancouver App/Dep Con 132.3 363.8		
Tower 118.1 (Inner) 127.6 (Outer) (1500-0700Z‡) Gnd Con 124.3		
MF 118.1 (0700-1500Z‡ to 2000'. Vancouver Trml 125.2 above 2000'. Shape		
irregular to 2500'.)		
Brampton, ON (CNC3)	L-31D	
Toronto Trml App/Dep Con 119.3 253.1		
Brandon Muni, MB (CYBR)	H-2H	
Winnipeg Center App/Dep Con 132.25 285.4		
MF 122.1 (5 NM to 4000')		
Brantford, ON (CYFD)	L-31D	
Toronto Trml App/Dep Con 128.27		
Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3)	L-32G	
Montreal Center App/Dep Con 134.675	1 220	
Bromont, QC (CZBM)	L-32G	
Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')	L-31D	
Burlington Airpark, ON (CZBA) Toronto Center App/Dep Con 119.3 253.1	L-31D	
Castlegar/West Kootenay Rgnl, BC (CYCG)	H-1C	
Vancouver Center App/Dep Con 134.2 227.3	11-16	
MF 122.1 (5 NM to 6500')		
Centralia/James T. Fld Muni, ON (CYCE)	H-10G, 11B, L-31D	
Toronto Center App/Dep Con 135.30	100, 110, 2 010	
Charlottetown, PE (CYYG)	H-11E, L-32J	
Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	111, 1 023	
Chatham-Kent, ON (CNZ3)	H-10G, L-30G	
Cleveland Center App/Dep Con 132.25		

SUPPLEMENTAL COMMUNICATION REFERENCE	415
FACILITY NAME	CHART & PANEL
Collingwood, ON (CNY3)	H-11B, L-31D
Toronto Center App/Dep Con 124.02	
Cornwall Rgnl, ON (CYCC)	L-32G
Boston Center App/Dep Con 135.25 377.1	
Cranbrook/Canadian Rockies Intl, BC (CYXC)	H-1C
Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	
Debert, NS (CCQ3)	H-11E, L-32J
Halifax Trml App/Dep Con 119.2	
Digby, NS (CYID)	L-32J
Moncton Center App/Dep Con 123.9	
Downsview, ON (CYZD)	H-11B, L-31E
Toronto Center App/Dep Con 133.4	
MF 126.2 (1300–2300Z‡, 3 NM to 1700′) Drummondville, QC (CSC3)	L-32H
Montreal Center App/Dep Con 132.35	L-32H
Earlton (Timiskaming Rgnl), ON (CYXR)	H-11B
MF 122.0 (5 NM to 3800')	11-110
AWOS 128.6	
Elliot Lake Muni, ON (CYEL)	L-31C
Toronto Center App/Dep Con 135.4	
Fort Frances Muni, ON (CYAG)	L-14H
Minneapolis Center App/Dep Con 120.9	
Fredericton Intl, NB (CYFC)	H-11E, L-32I
ATIS 127.55 (1045-0245Z‡, OT AWOS)	
Moncton Center App/Dep Con 124.3 135.5 270.8	
Tower 119.0 (1045-0245Z‡) Gnd Con 121.7 (1045-0245Z‡)	
MF 119.0 (0245-1045Z‡, 5 NM to 3500')	
Goderich, ON (CYGD)	H-11B, L-31D
Toronto Center App/Dep 135.3 266.3	
Greenwood, NS (CYZX)	H-11E, L-32J
ATIS 128.85 244.3 (1100-0000Z‡)	
App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3	
Gnd Con 133.75 289.4 Clnc Del 128.025 283.9	
Grimsby Air Park, ON (CNZ8)	L-31E
Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	H-11E, L-32J
Halifax/Shearwater, NS (CYAW) ATIS 129.175 (Ltd hrs)	H-11E, L-32J
App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs)	
Gnd Con 121.7 250.1	
Halifax/Stanfield Intl, NS (CYHZ)	H-11E, L-32J
ATIS 121.0	112, 2 323
Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 363.8	
Tower 118.4 236.6 Gnd Con 121.9 275.8 Clnc Del 123.95	
Apron Advisory 122.125	
Hamilton, ON (CYHM)	H-10H, 11B, L-11B
ATIS 128.1	
Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0	
Gnd Con 121.6	
Kingston, ON (CYGK)	H-11C, L-31E, 32F
Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z‡)	
MF 122.5 (1115–0400Z‡ 5 NM to 3300')	
Kitchener/Waterloo, ON (CYKF)	H-11B, L-31D
ATIS 125.1 (1200-0400Z‡)	
Toronto Trml App/Dep Con 128.275	
Waterloo Tower 126.0 118.55 (1200-0400Z‡) Gnd Con 121.8	
MF 126.0 (0400–1200Z‡ 5 NM to 4000′)	
Lachute, QC (CSE4)	L-32G
Montreal Center App Con 124.65 132.85 268.3	
Montreal Center Dep Con 132.85 268.3	11.440

H-11C

L-1E

La Tuque, QC (CYLQ)

Langley, BC (CYNJ)

DT 1530-0330Z)

Montreal Center App/Dep Con 134.5

ATIS 124.5 (1630-0230Z, DT 1530-0330Z)

Victoria Trml App/Dep Con 132.7 290.8 Tower 119.0 (1630-0230Z,

Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')

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Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')

Lethbridge, AB (CYQL)

ATIS 124.4 (1300-0545Z‡)

Lindsay, ON (CNF4)	L-31E, L-32F
Toronto Center App/Dep 134.25	
Liverpool/South Shore Rgnl, NS (CYAU)	L-32J
Moncton Center App/Dep Con 123.9	
London, ON (CYXU)	H-10G, 11B,
ATIS 127.8 (1120-0345Z‡)	L-30G, 31D
Toronto Center App/Dep 135.3 135.625	
Tower 119.4 125.65 (1120-0345Z‡) Gnd Con 121.9	
MF 119.4 (0345-1120Z‡ 5 NM to 3000')	
Manitowaning/Manitoulin East Muni, ON (CYEM)	L-31C
Toronto Center App/Dep 135.4 260.9	
Maniwaki, QC (CYMW)	L-32G
Montreal Center App/Dep Con 126.57	
Mascouche, QC (CSK3)	L-32G
MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the	
N shore of Riviere des Milles-lles and 1 NM around Lac Agile Mascouche arpt.)	
Medicine Hat, AB (CYXH)	H-1D
AWOS 124.875 (0345-1245Z‡)	

CHART & PANEL

L-30F

H-1D

MF 122.2 (1245-0345Z‡ 5 NM to 5400') Midland/Huronia, ON (CYEE) Toronto Center App/Dep 124.025 Miramichi, NB (CYCH)

L-31D H-11E, L-32J Moncton Center App/Dep Con 123.7 Moncton/Greater Moncton Intl. NB (CYOM) H-11E. L-32J ATIS 128 65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075 Mont-Laurier, QC (CSD4)

Montreal Center App/Dep Con 126.57 Montreal Intl (Mirabel), QC (CYMX) ΔTIS 125 7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 268.3 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15

L-32G H-11C, 12K, L-32G Montreal/Pierre Elliott Trudeau Intl. QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 (W-NW-NE) 268.3 VFR Advisory 134.15

H-11C, 12K, L-32G Montreal/St-Hubert, QC (CYHU) H-11C, L-32G ATIS 124.9 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z)

Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z‡, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15 Muskoka, ON (CYQA) H-11B, L-31D AWOS 124.575 Timmins Radio App/Dep Con 122.3

MF 122.3 (5 NM to 3900') Nanaimo, BC (CYCD) H-1B, L-1E Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330-0530Z‡ (5 NM to

2500') North Bay, ON (CYYB) H-11B, L31D ATIS 124.9 (1130-0330Z±) Toronto Center App/Dep 121.225 127.25

MF 118.3 (1130-0330Z‡ 7 NM to 5000') Oshawa, ON (CYOO) ATIS 125.675 (1130-0330Z‡)

L-31E Toronto Trml App/Dep Con 133.4 Tower 120.1 (1130-0330Z‡) Gnd Con 118.4

Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 Tower 118 65 236 6 Gnd Con 121.9 250.0 Riviere Du Loup, QC (CYRI) AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6 Rouyn Noranda, QC (CYUY)

Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')

ATIS 125.0 (1500-0700Z‡)

Quebec/Jean Lesage Intl, QC (CYQB)

Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000') Saint John, NB (CYSJ)

Toronto Center App/Dep Con 134.375

Toronto Center App/Dep Con 132.65 344.5

Tower 118.8 (1300-0100Z‡) Gnd Con 121.7 (1300-0100Z‡) MF 118.8 (0100-1300Z‡ 5 NM irregular shape to 3000')

ATIS 120.85 (Mon-Fri 1400-2300Z‡ except holidays) Tower 126.2 384.2 (Mon-Fri 1400-2300Z‡ except holidays)

Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')

Sarnia (Chris Hadfield), ON (CYZR)

ATIS 133.05 (1300-0100Z‡)

AWOS 119.125

Sherbrooke, QC (CYAM)

South Renfrew Muni. ON (CNP3)

Gnd Con 121.7 275.8

Montreal Center App/Dep 124.275

AWOS 126.25

Southport, MB (CYPG)

Sault Ste Marie, ON (CYAM)

ATIS 134 6

Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500-0700Z‡) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700-1500Z‡) (3NM to 2500')

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H-11D, L-32H

H-11D

H-11B

H-11E, L-32J

H-2K, L-31B

H-11D, L-32H

L-31E. 32F

H-2H

H-10G, 11B, L-30F

418 SUPPLEMENTAL COMMUNICATION REFERENCE

	RENCE
CILITY NAME Springwater Barrie Airpark, ON (CNA3)	CHART & F
Toronto Center App/Dep Con 124.025	L-
St. Catherines/Niagara District, ON (CYSN)	H-10H, 11B, L-
ATIS 128.525 (1215-0200Z‡)	
Toronto Trml App/Dep Con 133.4 253.1	
MF 123.25 (1215–0200Z‡ 5 NM to 3300') St. Frederic, QC (CSZ4)	L-
Montreal Center App/Dep Con 135.025 270.9	_
St. Georges, QC (CYSG)	H-32H, L-
Montreal Center App/Dep Con 132.35	
MF 122.15 (5 NM 3900' ASL)	
St. Jean, QC (CYJN)	L-
Montreal Center App/Dep Con 125.15 268.3	
Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡) Gnd Con 121.7	
Sudbury, ON (CYSB)	H-31B, 10G, L-
ATIS 127.4	•
Toronto Center App/Dep Con 135.5	
MF 125.5 (7 NM to 4000')	
Summerside, PE (CYSU)	H–11E, L-
AWOS 122.55 (Pvt)	
Moncton Center App/Dep Con 124.4 384.8 Thunder Bay, ON (CYQT)	H–2J, L-
ATIS 128.8 (1100–0400Z‡)	11,
Winnipeg Center App/Dep Con 132.125	
Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 (1100-0400Z‡)	
App/Dep 119.2 MF 118.1 (0400–1100Z‡ 5 NM to 4000')	
Timmins/Victor M. Power, ON (CYTS)	H-
ATIS 124.95 (1000–0500Z‡) Toronto Contor Ann (Don Con 128.3 ME 122.3 (5 NM to 4000′)	
Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000') Toronto/Buttonville Muni, ON (CYKZ)	L-
ATIS 127.1 (1200–0400Z‡)	
Toronto Trml App/Dep Con 133.4	
Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8 (1200-0400Z‡)	
MF 124.8 (0400–1200Z‡ No gnd station. 5 NM shape irregular to below 25	•
Toronto/Billy Bishop Toronto City Airport, ON (CYTZ)	L-
ATIS 133.6 (1130–0400Z‡) App/Dep Con 133.4	
Tower 118.2 119.2 (1130–0400Z‡) Gnd Con 121.7	
Toronto/Lester B Pearson Intl, ON (CYYZ)	H-11B, L-
ATIS 120.825	
App Con 124.475 125.4 132.8 Dep Con 127.575 128.8	
Tower 118.35 118.7 Gnd Con 119.1 121.65 121.9	
Cinc Del 121.3 (1200–0400Z‡)	U 440 L 045
Trenton, ON (CYTR)	H-11C, L-31E,
ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8	
Cinc Del 124.35 286.4	
Trenton/Mountain View, ON (CPZ3)	H-11C, L-31E,
Trenton Mil Advisory 268.0	
Trois-Rivieres, QC (CYRQ)	H-11C, L-
Montreal Center App/Dep Con 128.225 229.2	
MF 123.0 (5 NM to 3200')	H-
Val-D'or, QC (CYVO) Montreal Center App/Dep Con 125.9 308.3	***
MF 118.5 (1030–0325Z‡ 5 NM to 4000′)	
Vancouver Intl, BC (CYVR)	H-1B,
ATIS 124.6 124.75	
App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner)	
Dep Con 126.125 (north) 132.3 (south) 363.8	
Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4	

FACILITY NAME

SUPPLEMENTAL COMMUNICATION REFERENCE

TAULIT HAME	OHART & TARLE
Victoria Intl, BC (CYYJ)	H-1B, L-1E
ATIS 118.8 (1400-0800Z‡)	
App Con 125.95 Dep Con 133.85	
Tower 119.1 (Outer) 119.7 (Inner) 239.6	
Gnd Con 121.9 361.4 (1400-0800Z‡ OT ctc Kamloops 119.7)	
Cinc Del 126.4 (1400-0800Z‡)	
Victoriaville, QC (CSR3)	L-32H
Montreal Center App Con 132.35	
Waterville/Kings Co Muni, NS (CCW3)	L-32J
Greenwood Trml App/Dep Con 120.6 335.9	
Greenwood Tower 119.5 324.3	
Wiarton, ON (CYVV)	H-11B, L-31D
Toronto Center App/Dep Con 132.575	
MF 122.2 (5 NM to 3700')	
Windsor, ON (CYQG)	H-10G, L-8J
ATIS 134.5 (1130-0330Z‡)	
Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2	
Tower 124.7 (1130-0330Z‡) Gnd Con 121.7 (1130-0330Z‡)	
MF 124.7 (0330-1130Z‡ 6 NM irregular shape to below 3000')	
VFR Advisory Detroit App Con 134.3	
Yarmouth, NS (CYQI)	H-11E, L-32I
Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')	
MEXICO	
FACILITY NAME	CHART & PANEL
Abraham Gonzalez Intl (MMCS)	H–4K, L–6F
Juarez App Con 119.9 Juarez Tower 118.9	11-411, L-01
Del Norte Intl (MMAN)	H–7B. L–20G
ATIS 127.55 (1300–0300Z‡)	11-7B, L-20G
Monterrey App 119.75 120.4 Tower 118.6	
MIDITELE APP TT3.10 TZO.4 TOWEL TTO.0	

H-7A Durango Intl (MMDO) ATIS 132.1 Tower 118.1 Durango Info 122.3

General Abelardo L Rodriguez Intl (MMTJ) H-4H. L-4H

ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Tijuana Clnc Del 122.35

Tijuana Info 132.1 General Lucio Blanco Intl (MMRX) H-7B, L-20H Reynosa App Con 118.8 Reynosa Tower 118.8 General Mariano Escobedo Intl (MMMY) H-7B, L-20G

Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9 General R Fierro Villalobos Intl (MMCU) L-61 ATIS 127.9

Chihuahua App Con 121.0 Chihuahua Tower 118.4 General Rodolfo Sanchez Taboada Intl (MMML) H-4H, L-4J, 5A ATIS 127.6

Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3 General Servando Canales Intl (MMMA) Matamoros App Con 118.0 Matamoros Tower 118.0

H-7C, L-21A Plan De Guadalupe Intl (MMIO) H-7B Saltillo App Con 127.4 Saltillo Tower 118.4 Quetzalcoatl Intl/Nuevo Laredo Intl (MMNL) H-7B, L-20G

Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3 Torreon Intl (MMTC) H-7A App Con 119.6 Tower 118.5

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CHART & PANEL

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AIRPORT DIAGRAMS

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city an airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in groun taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedure Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current that the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

GENERAL INFORMATION

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

- Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., \$\delta\$, \$\omega\$, \$\omega\$, \$\omega\$, \$\omega\$
 Approach lighting systems that do not bear a system identification are indicated with a negative "\$\bigs\(^0\)" beside the name
- A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., ①*
 To activate lights use frequency indicated in the communication section of the chart with a ① or the appropriate lighting system identification e.g., UNICOM 122.8 ①, ⑥, ②

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

FAA procedure amendment number Amdt 11A 99365 Date of latest change

The Chart Date indentifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.

10210 IFGFND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways				
Hard Surface	Other Than Hard Surface	Stopways,Taxiways, Parking Areas, Water Runways	Displaced Threshold	Helicopter Alig Negative Symb landing point
× × Closed Runway	××× Closed Taxiway	 !: Under Construction	Metal Surface	Runway Thresh Runway TDZ el
ARRESTII e.g., BAI not appli appropri	Runway Slope. (shown wh or equal NOTE: Runway Slope 8000 feet or lo			
ARRESTING REFERENC	G SYSTEM		et Barrier	U.S. Navy C location is s approximate runway may of aircraft.
Tanks				Approach light Flight Informat
				Airport diagra
Runway Radar Ref	ectors		X	True/magnetic diagram to dia
			_	Coordinate val

co-located, Beacon symbol will be used and further identified as TWR. Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds

When Control Tower and Rotating Beacon are

if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared

distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information. Helicopter Alighting Areas 🕕 🕂 🖽 🛕

nway Threshold elevation......THRE 123 nway TDZ elevation......TDZE 123 ← 0.3% DOWN

.....0.8% UP-

(shown when runway slope is greater than or equal to 0.3%) NOTE:

NOTE. Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

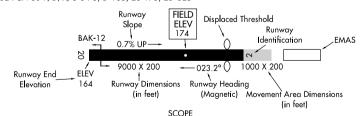
Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOIE

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FIIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

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been reduced or eliminated.

FALCON FLD (FFZ)

GATEWAY (IWA)

PHOENIX SKY HARBOR INTL (PHX)

CITY/AIRPORT

MESA

PHOENIX PHOENIX-MESA

PHOENIX

TUCSON RYAN FLD (RYN)

TUCSON

CONCORD

HAWTHORNE

HAYWARD HAYWARD

TUCSON INTL (TUS)

BUCHANAN FIELD (CCR)

JACK NORTHROP FIELD/

HAWTHORNE MUNI (HHR)

EXECUTIVE (HWD)

AIRPORT DIAGRAMS

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operation Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has eith a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited t

ARIZONA

runway incursion, and where heightened attention by pilots/drivers is necessary.

HOT SPOT

HS 1

HS 1

HS 1

HS₂

HS₁

HS 1

HS₂

HS 3

HS 4

HS 1

HS 2

HS 3

HS 4

HS 1

HS₁

HS 2

HS 3

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CALIFORNIA

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision

HOT SPOTS

into Twy D.

airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots a

depicted on airport diagrams as open circles designated as "HS 1", "HS 2", etc. and tabulated in the list below with

brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk hi

DESCRIPTION

Acft approaching Twy D from the ramp and destine for Rwy 04R or Rwy 22L sometimes miss the turn

Twy V, Twy B, and Twy K complex intersection.

Rwy 07L and Rwy 07R, Twy F, Twy F sometimes

mistaken for Rwy 07L or Rwy 07R. Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10 without authorization. Air tfc often taxies acft via Twy B and onto Rwy 33

for departure on Rwy 06R. Use caution not to ente Rwy 6R without ATC authorization. Complex intersection. Pilots instructed to hold short of Rwy 11L-29R or

Rwy 11R-29L sometimes cross the apch area of these rwys without authorization. Rwy 29R sometimes mistaken for Rwy 29L. Pilots instructed to hold short of RWY 11L-29R or TWY A5 and TWY A6 sometimes taxi onto rwy without authorization when departing the General Aviation Parking area.

Pilots traveling southeast on Twy J and instructed

to taxi via Twy E to Rwy 01L or Rwy 19R sometime miss the turn onto Twy E and proceed onto Rwy 01L-19R at Twy J without clearance.

Complex intersection at Rwy 01R-19L, Twy J, Twy

Pilots on Twy A sometimes fail to comply with hold short instructions for Rwy 32L apch area.

Rwy 25 run-up area, do not depart the run-up area

Acft approaching Twy A from the ramp sometimes

fail to turn onto Twy A, proceeding onto Twy E and

Pilots departing the Rwy 32L run-up area sometimes mistake Twy J for Twy 32L.

A. Twv C and Twv K.

without ATC clearance.

ultimately Rwy 10L-28R.

Area not visible from ATCT.

Area not visible from ATCT.

HS 2

HS 3

HS 4

AIRPORT DIAGRAMS

anticipate reaching their destination, and fail to

Acft northbound on Twy B and instructed to hold short of Rwv 12-30 at Twv K sometimes miss the turn onto Twy K and proceed straight ahead onto

Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of

Acft eastbound on Twy J instructed to taxi to Rwy

hold short of Rwy 07L-25R.

Rwy 12-30 and Rwy 07L-25R.

Rwv 07R-25L.

DAUGHERTY

FLD (LGB)

MERCED

NAPA

OAKLAND METROPOLITAN

(OAK)

OAKLAND INTL

PALM SPRINGS PALM SPRINGS

INTL (PSP)

SACRAMENTO

SALINAS

SACRAMENTO INTL (SMF)

SALINAS MUNI (SNS)

CASTLE (MER)

NAPA COUNTY (APC)

HS 5 HS 6

HS 7

HS 1 HS₂ HS 1 HS 2

HS 3

HS₁ HS₂ HS 3

HS₁ HS 2 HS 3

HS 4

HS₁

HS₁

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Twv C sometimes miss the turn onto Twv C and enters Rwy 31R-31L without authorization.

Pilots sometimes mistake Twv C for Rwv 13R-31L or Rwy 13L-31R. Pilots instructed to taxi to Rwy 13R via Twy B and

Twy A and Twy B both cross Rwy 27R. Pilots sometimes mistake Twy A for Twy B, and vice versa. Verify correct taxi route. Acft departing the ramp sometimes miss their turn onto Twy C or Twy D, mistakenly proceeding onto Twy H or Twy G and ultimately Rwy 09L-27R. Complex intersection. Pilots sometimes taxi onto Rwv 09L or Rwv 33 by mistake.

fail to hold short of Rwv 31R.

without ATC authorization.

authorization

Pilots approaching Rwy 31R on Twy B sometimes

Pilots exiting Rwy 31L at Twy J sometimes miss the turn onto Twy C and enter Rwy 13L without

Acft approaching Twy A from the east on Twy A10 sometimes miss the turn onto Twv A.

Acft instructed to taxi from the ramp to Rwy 26 sometimes miss the turn onto Twy C and continue along Twy A, subsequently entering Rwy 26 at Twy A

Twy A, Twy C, Twy E, and the ramp. Complex intersection and high density tfc area. Rwy 24, Twy A. Acft and vehicles transiting to and from the hangars via Twy A sometimes cross Rwy 24 at Twy A without clearance. Rwy 24 and Rwy 36L. Acft taxiing on Rwy 24, do not cross Rwy 36L without clearance. Acft taxiing on Rwv 36L, do not cross Rwv 24 without clearance.

"lead-off" line onto a rwy. Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp. Tfc congestion due to large volume of aircraft proceeding to and from Rwy 31.

25L at Twy D sometimes miss the turn onto Twy D and proceed onto Rwy 12-30 without authorization. Acft taxiing to Rwy 16R from the southwest ramp sometimes miss the left turn onto Twy B, continue eastbound onto Twy F, and enter Rwy 16R-34L. After completing a run-up on inactive Rwy 34R, acft sometimes fail to hold short of Rwy 07R-25L. Acft Idg Rwy 30, be aware that this rwy crosses every other rwy at the arpt. When exiting, pilots should ensure they are following a yellow,

425

SAN FRANCISCO SAN FRANCISCO HS₁ Pilots instructed to follow Twy B south sometimes INTL (SFO) continue onto Twy J or Twy F by mistake. HS 2 Pilots taxiing east on Twy C and instructed to turn

HS 3 SAN JOSE NORMAN Y. MINETA HS₁

426

SAN JOSE INTL (SJC)

AIRPORT/ORANGE

SANTA ANA IOHN WAYNE

CO (SNA)

SANTA BARBARA SANTA BARBARA

MUNI (SBA)

VICTORVILLE

FIELD (ASE)

CENTENNIAL (APA)

ROCKY MOUNTAIN METROPOLITAN (BJC)

EAGLE COUNTY RGNL (EGE)

(VCV)

ASPEN

DENVER

DENVER

EAGLE

HS 1

HS₂ HS 3

HS₁ HS₂

HS 3 HS 4 SOUTHERN CALIFORNIA LOGISTICS

HS 1

ASPEN-PITKIN COUNTY/SARDY

HS 3 HS 1

COLORADO HS₁ HS₂

HS₂

HS 3

HS₁

HS₁

end of Rwy 25 begins at Twy J.

Rwv 15R without authorization. to taxi arriving aircraft off of Rwy 07-25.

of the Runway Holding Position Markings. parallel rwy without ATC authorization. Pilots taxiing via Twv A. Twv H. and Twv C Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07-25. Very wide pavement area. Do not cross Rwy 15L or

Wrong rwy departure risk.

cleared by ATC.

intersections.

of Twy C2.

Intersection Twy A1. Hold line across run-up area.

Frequent helicopter operations on north ends of Tw

High density parking area on ramp east of Twy C2.

Air carrier acft should not leave or enter Twy A east

Twy A, Twy A8, Twy A9 and Twy C1 congested

Twy C1 and Twy D1 close proximity to Rwy 10.

B and Rwy 02-20. Use caution in this area.

without ATC authorization

right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 01L-19R by mistake.

Pilots assigned Rwy 29 for Idg sometimes land Rwy

30L by mistake. Pilots proceeding into, or exiting, the Rwv 29 run-up area sometimes enter Rwv 29

Acft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L.

ATC often instructs pilots to "Taxi up to and hold short" of Rwy 19L and Rwy 19R. As with normal hold short instruction, one must always stop short Pilots exiting Rwy 19R or Rwy 19L onto Twy H: shor distance between rwys. Expect to hold short of the parallel rwy. Manage your taxi speed. Do not cross the Runway Holding Position Markings for the sometimes miss the turn from Twy H to Twy C.

ATC often utilizes Rwy 15L-33R and Rwy 15R-33L Pilots instructed to taxi to Rwy 35 sometimes miss

the turn onto Twy J, not realizing that the approach Twv A2. Short taxi distance from ramp to rwv.

Twy A on west edge of ramp. Passengers and vehicles are required to stay east of Twy A unless

Twy A4. Short taxi distance from ramp to rwy.

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AIRPORT DIAGRAMS

authorization.

authorization.

prior to departure.

authorization

authorization.

intersecting rwy.

markings prior to departure.

07 without ATC authorization.

AIRPORT DIAGRAMS

NEVADA

Exiting the ramp, use caution at Twy S not to cross the rwy holding position markings for Rwy 19L. Twy

Exiting Rwy 01R-19L use caution not to enter Twy Y, and avoid entering Rwy 01L-19R without

Rwy holding position markings for Rwy 07L and Rwy 01L are co-located, and located north of Rwy 07L. Verify rwy heading and alignment with proper rwy

Twy E is often misidentified as a rwy. Verify rwy

ATC often requires Rwy 12R departures to hold

short of Rwy 07. Common mistake is to cross Rwy

Pilots sometimes enter or cross Rwv 12R without

Pilots taxiing east on Twy A and destined for Rwy 30L sometimes miss the turn onto Twv B. proceeding onto Rwv 12R without ATC

Pilots taxiing east on Twy A sometimes fail to hold short of Rwy 12L, or neglect to turn onto Rwy 12L for departure, instead departing on Twy A.

Complex intersection, be vigilant for acft using

Pilots departing the southwest ramp and instructed

to hold short of Rwy 07-25 sometimes fail to

Pilots northbound on Twy C sometimes proceed straight ahead into the ramp by mistake.

Full length departures for Rwy 16L sometimes turn

Frequent crossings for sailplane ops.

	S intersects with Twy D, Twy Z, and Twy G, which
	require a turn to the north or south.
HS 2	Exiting Rwy 01R-19L use caution not to enter Twy
	U, and avoid entering Rwy 01L-19R without

HS 1

HS 3

LAS VEGAS MC CARRAN INTL

(LAS)

LAS VEGAS NORTH LAS VEGAS

(VGT)

MINDEN

RENO

PROVO

(RNO)

MINDEN-TAHOE (MEV)

RENO/TAHOE INTL

PROVO MUNI (PVU)

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY

HS / HS 5 HS 1

HS₂

HS 3 HS 4 HS 1 HS₂

HS₁

HS₂ HS 3

HS 1

HS₁

HS₂

HS 3

UTAH

SW. 23 SEP 2010 to 18 NOV 2010

comply.

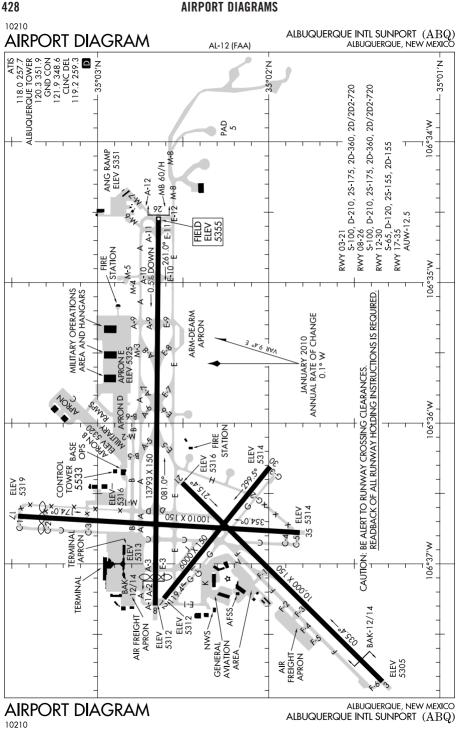
Pilots taxiing to Rwy 13 often take Twy A3 instead of Twy A. Twy A3 leads to intersection of two rwys. Caution do not cross hold line for Rwy 35 during

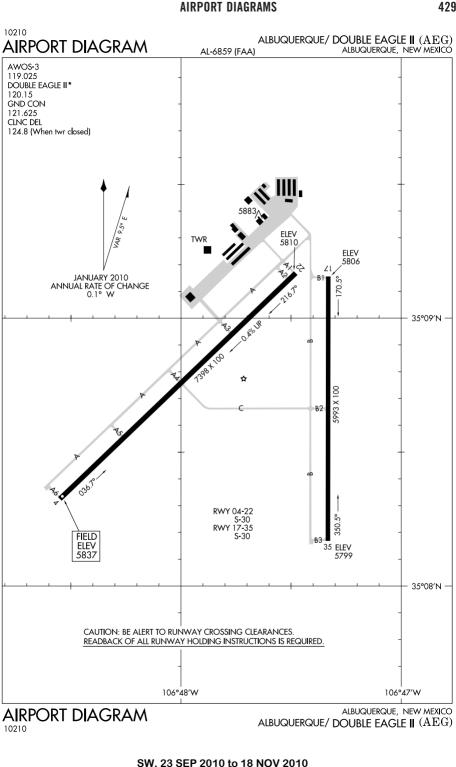
left at Twy D by mistake.

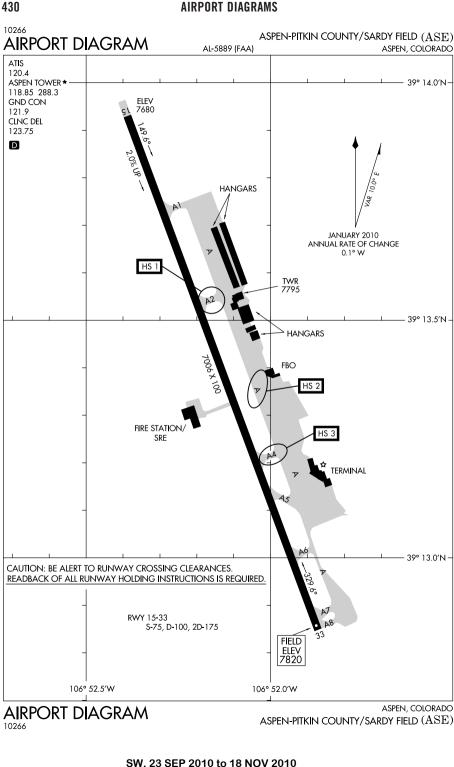
taxi SE on Rwv 14-32. Hold line is on north side of

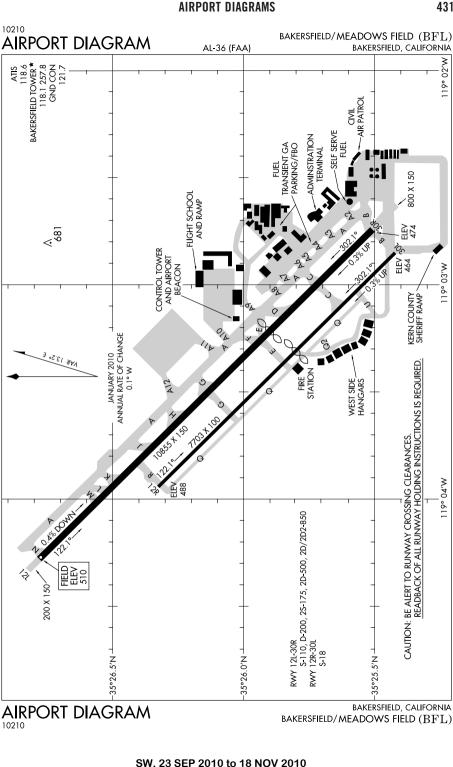
without ATC clearance. ATC clearance is needed to enter the movement area, which is immediately west of vehicle drive lanes and marked by movement/nonmovement boundary line. Area not visible from ctl twr

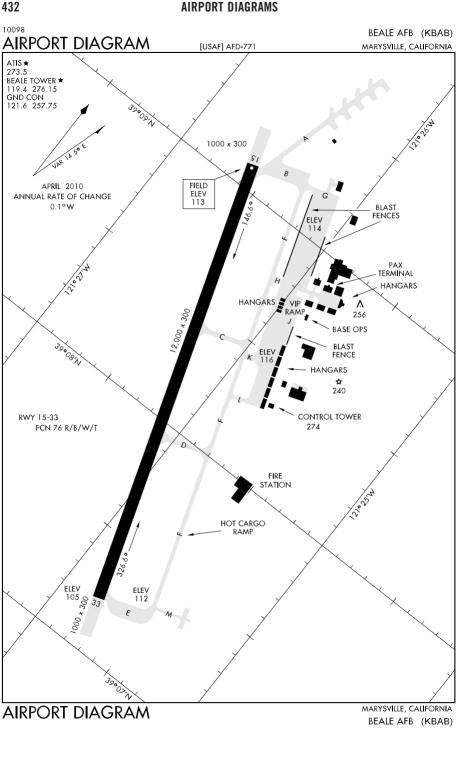
Rwy 32 numbers. Possible confusion between ramp, twy and rwy due to large paved area. Do not cross rwy hold lines



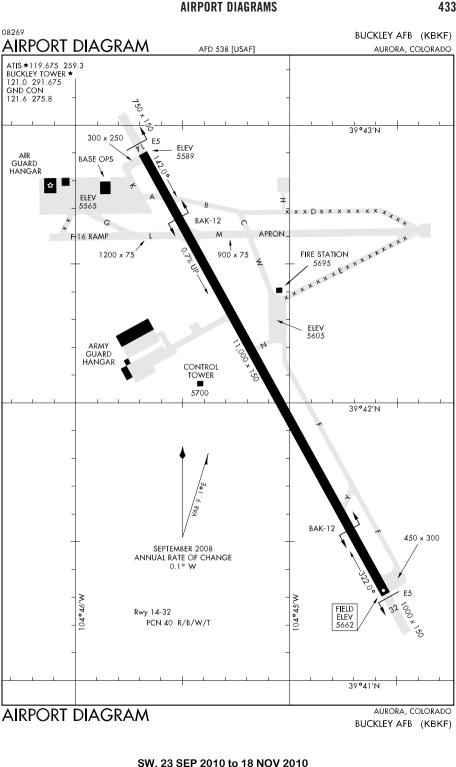


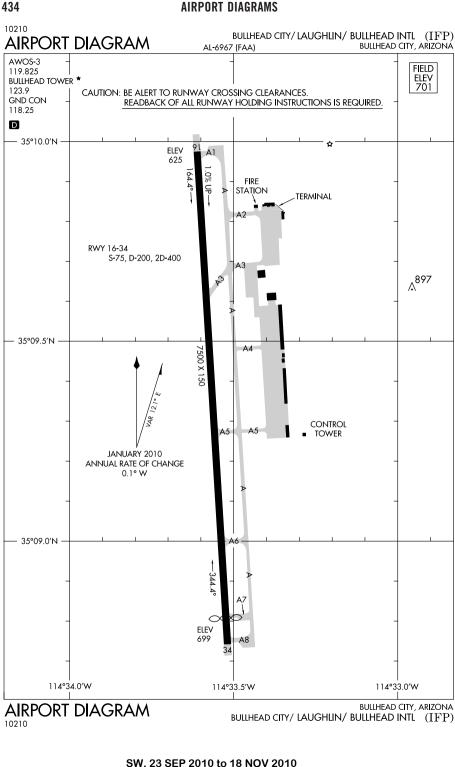


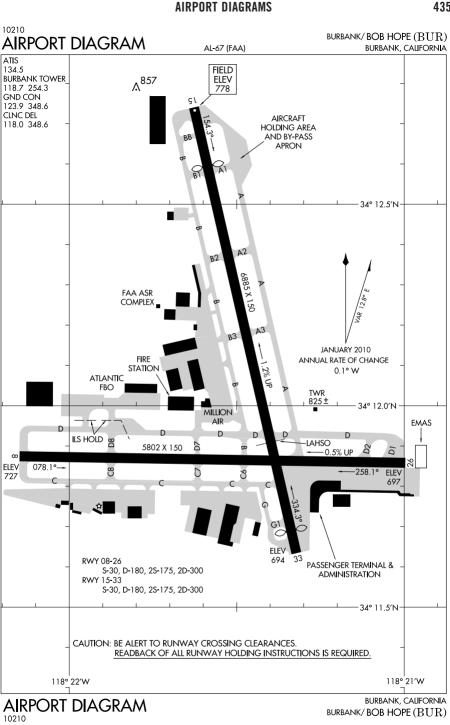


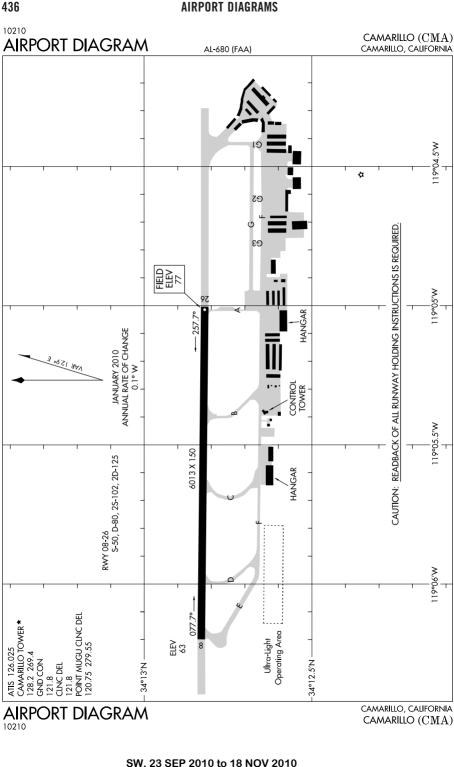


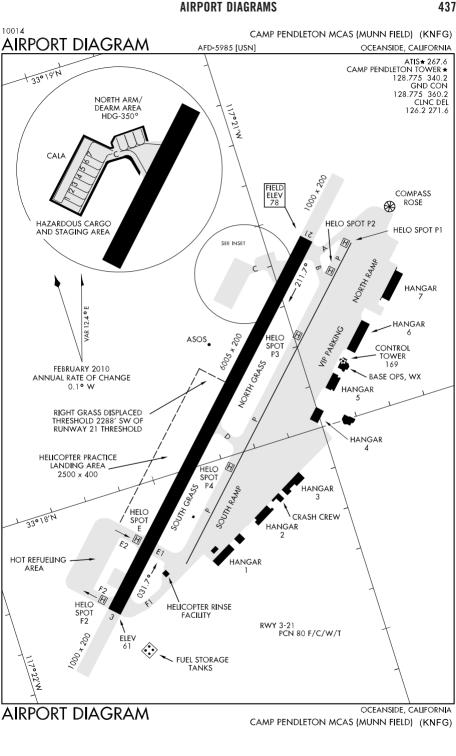
SW. 23 SEP 2010 to 18 NOV 2010



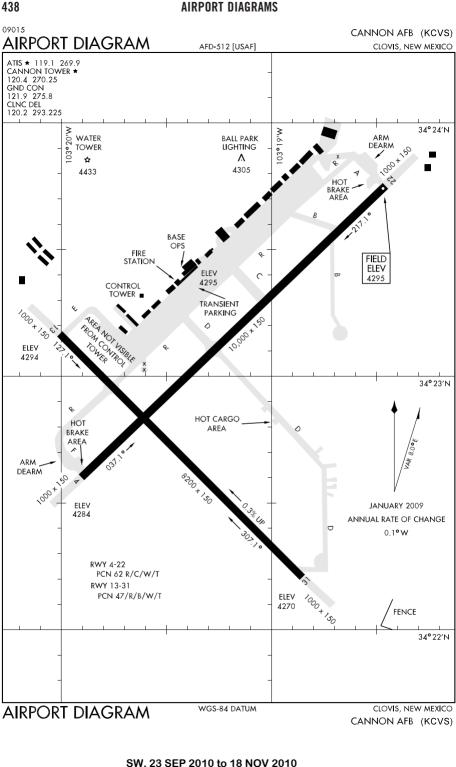


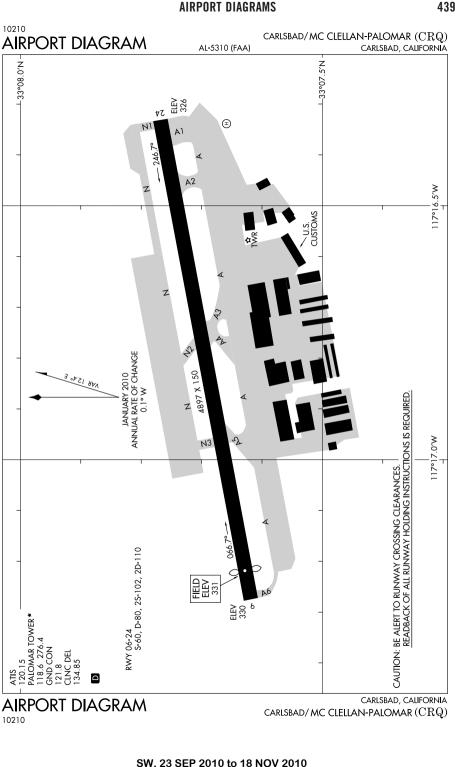


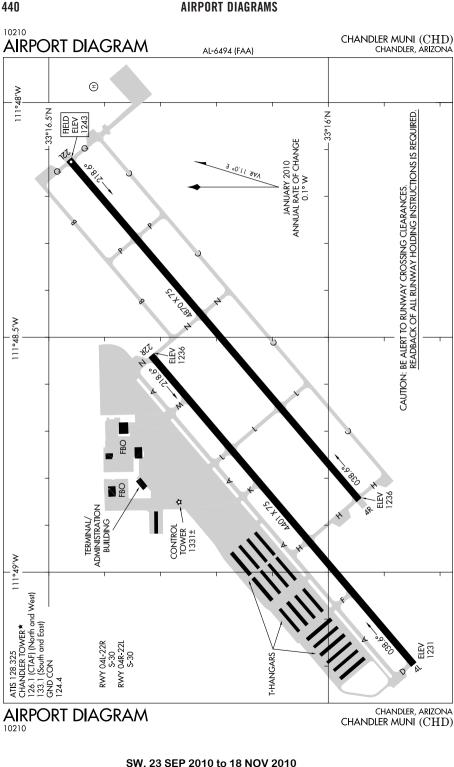


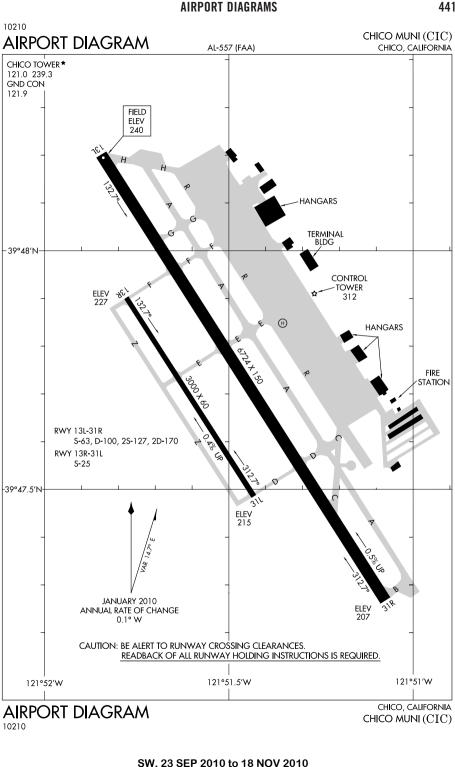


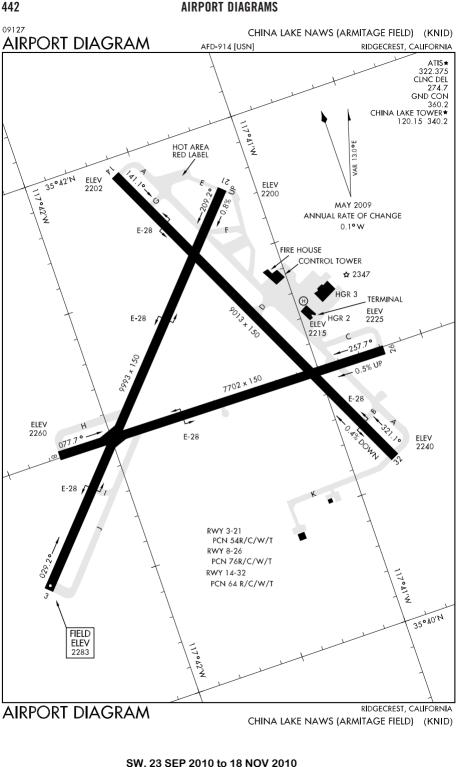
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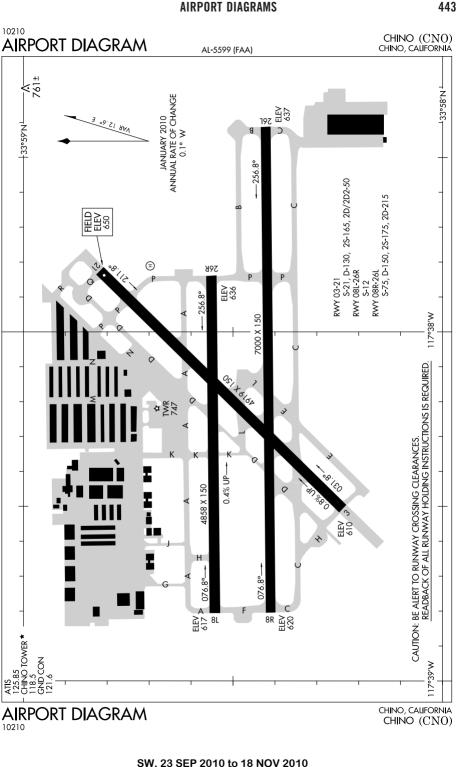


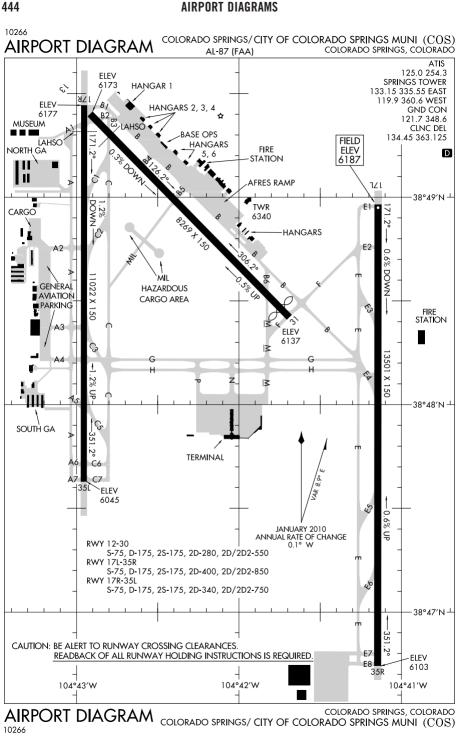




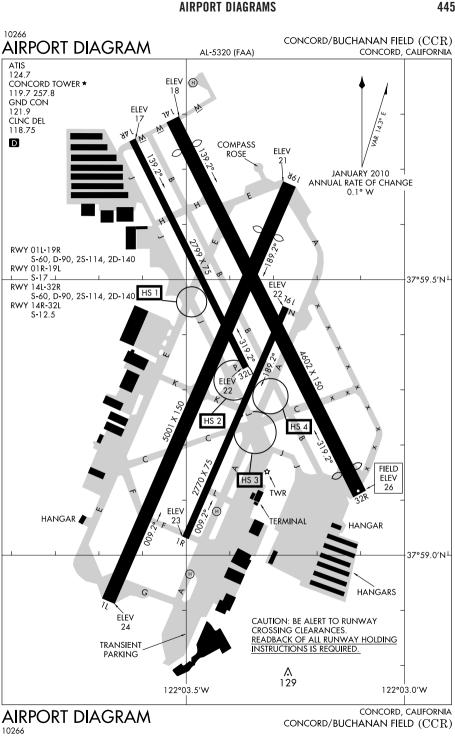




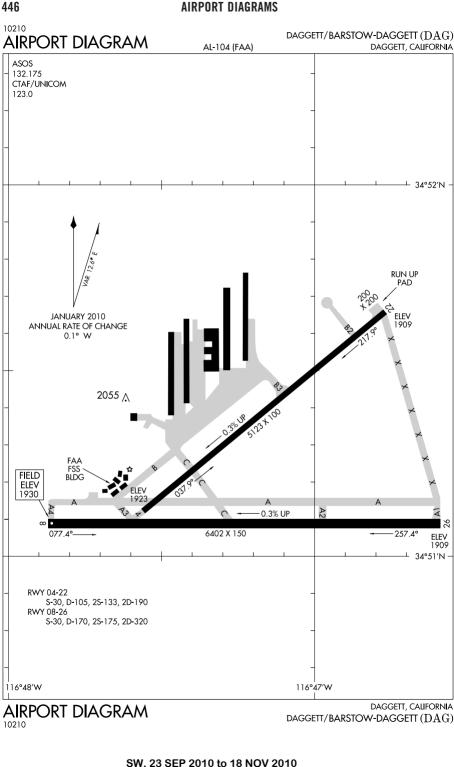


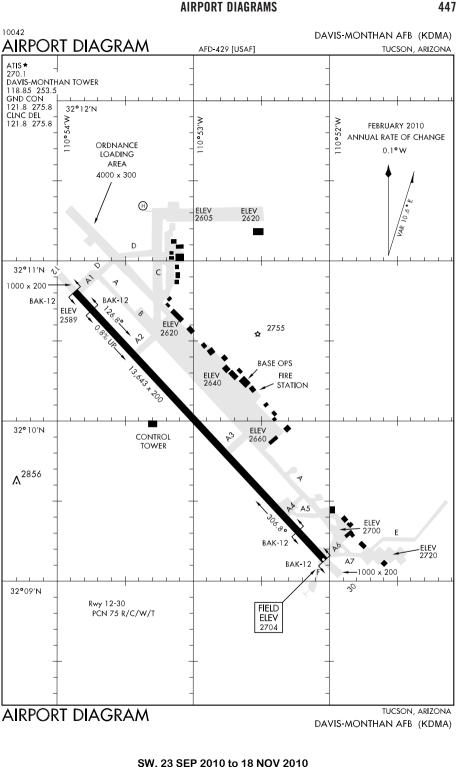


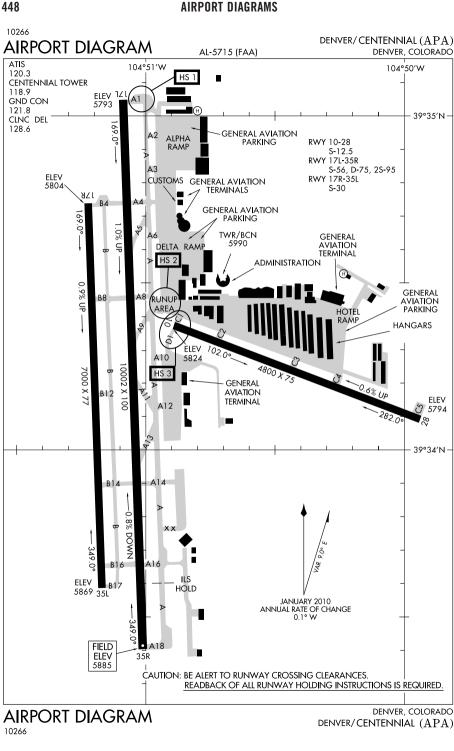
SW. 23 SEP 2010 to 18 NOV 2010



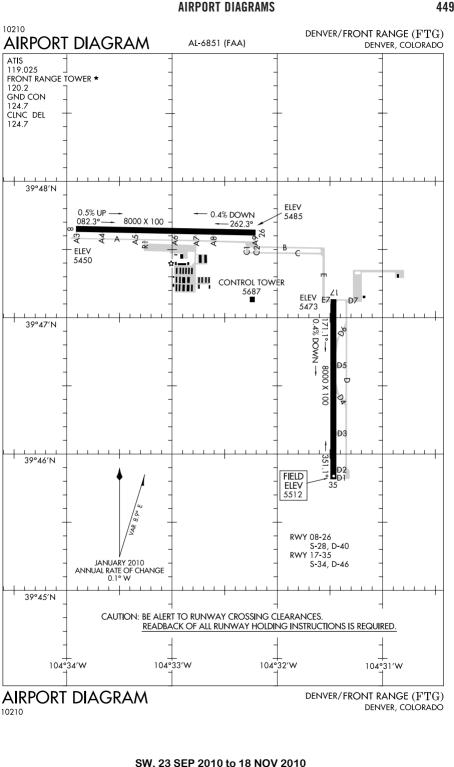
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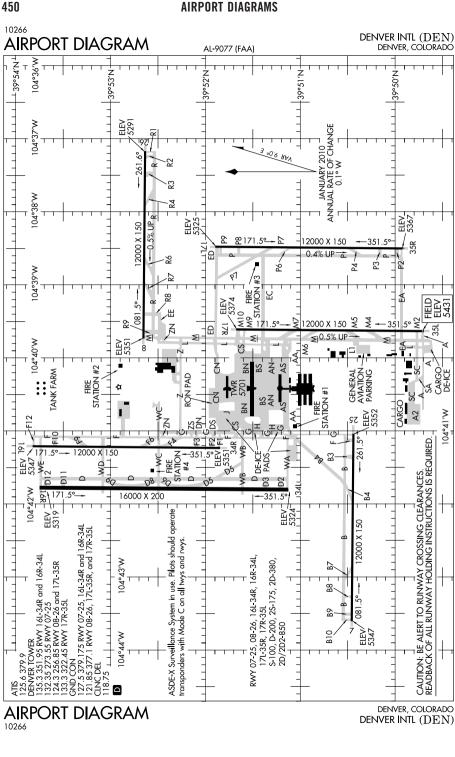




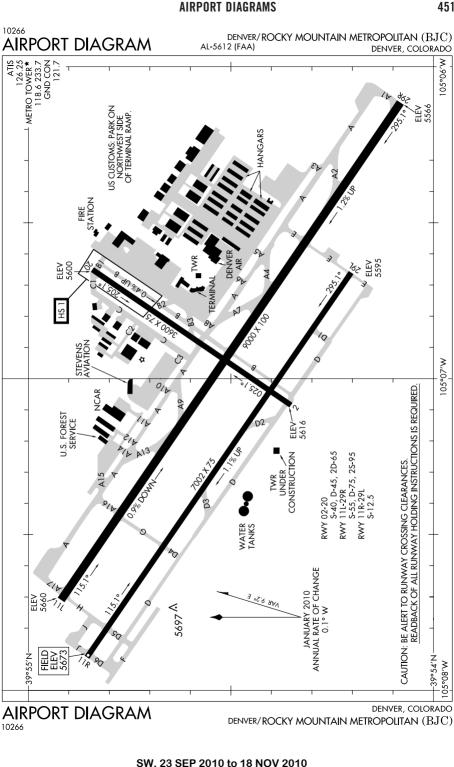


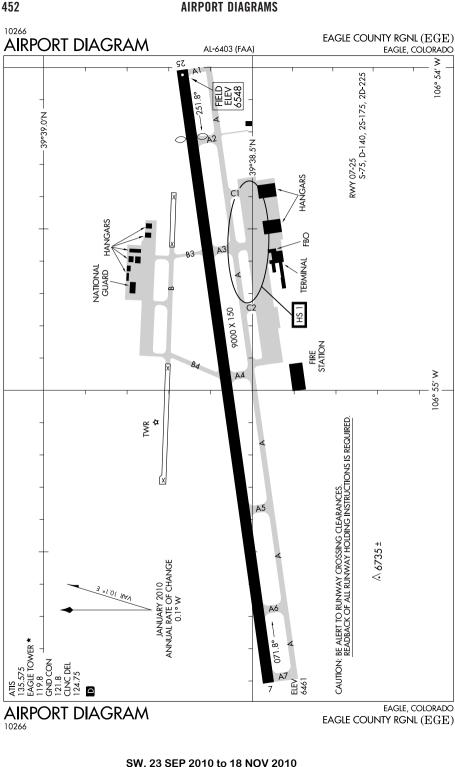
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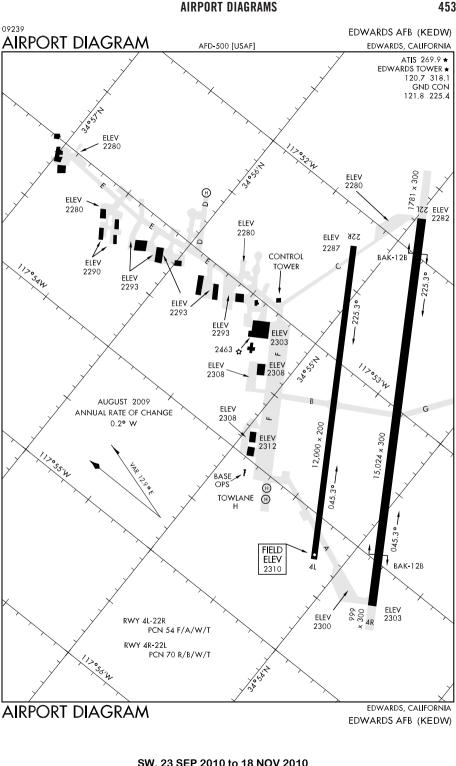


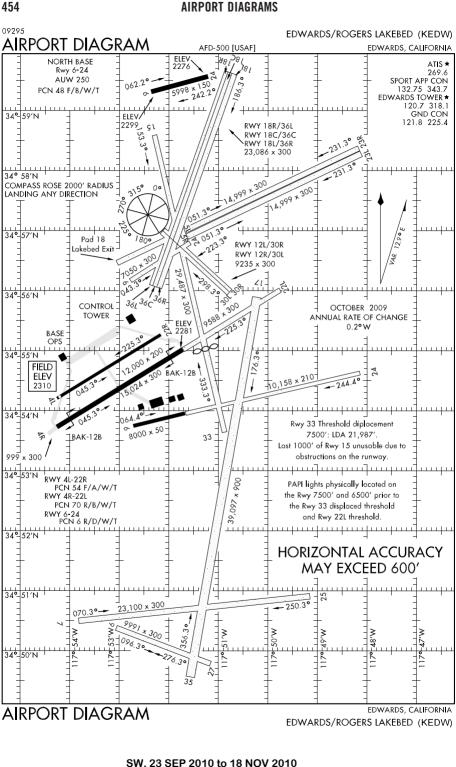


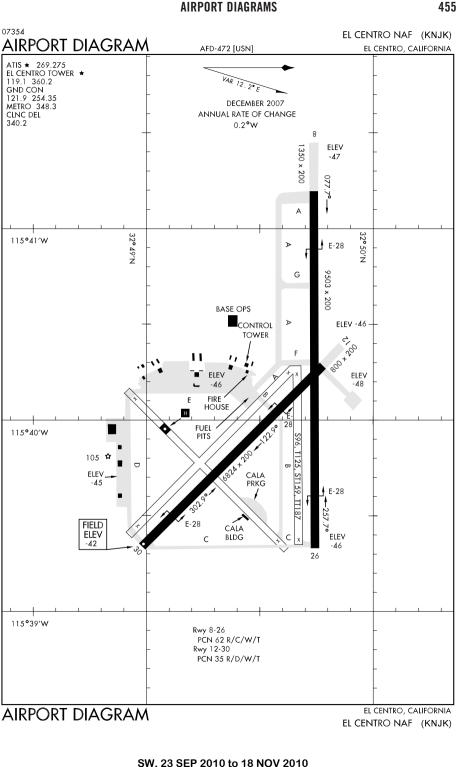
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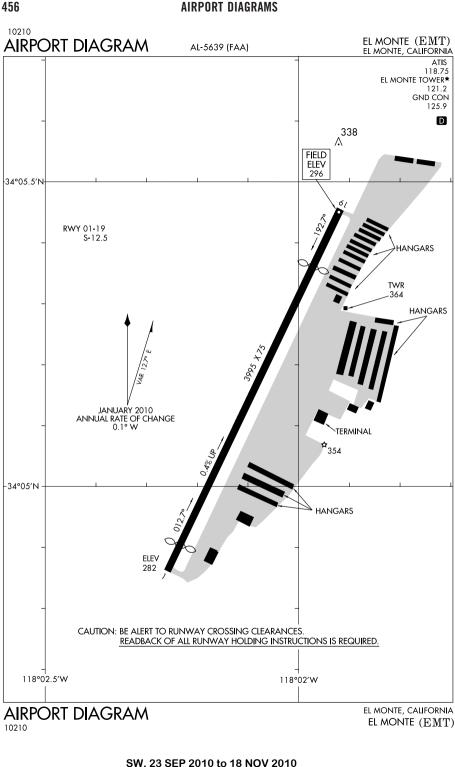


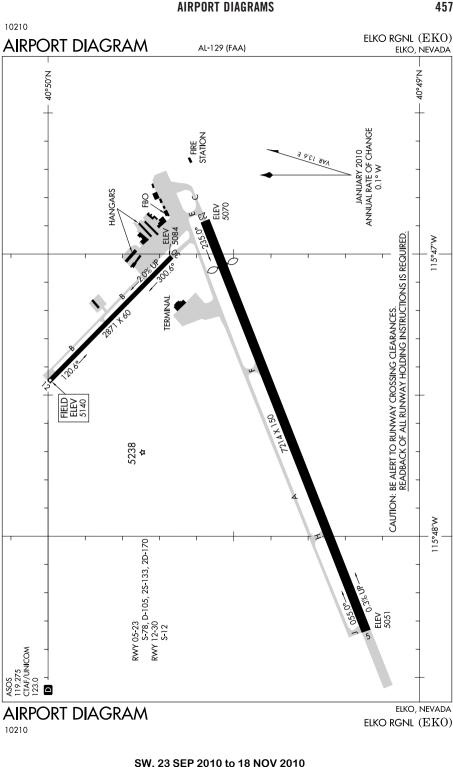


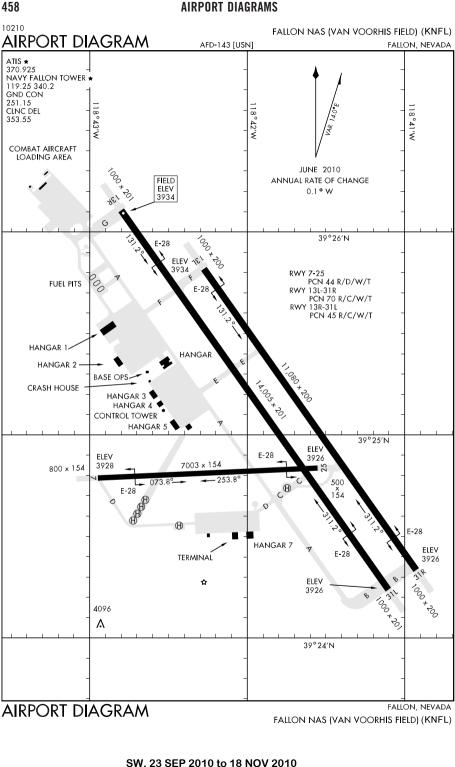


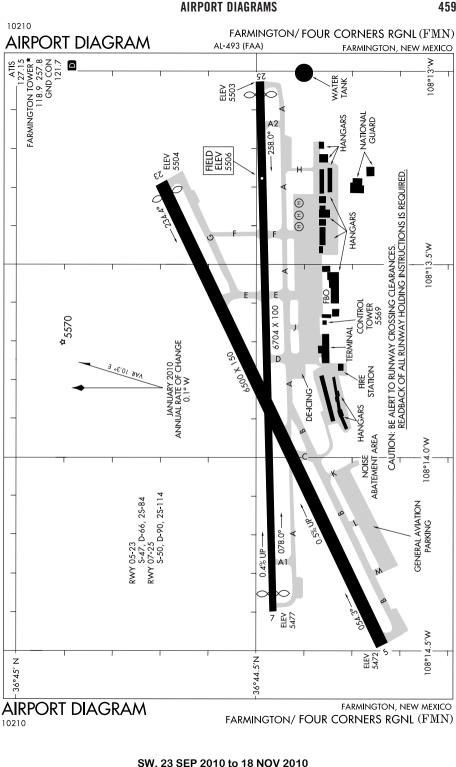


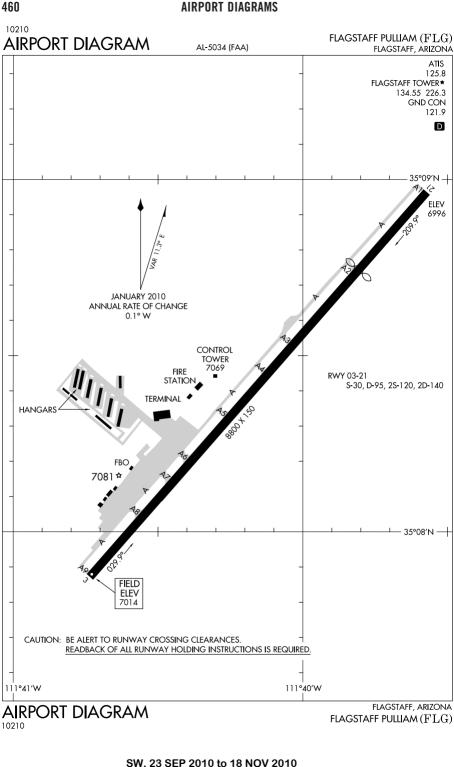


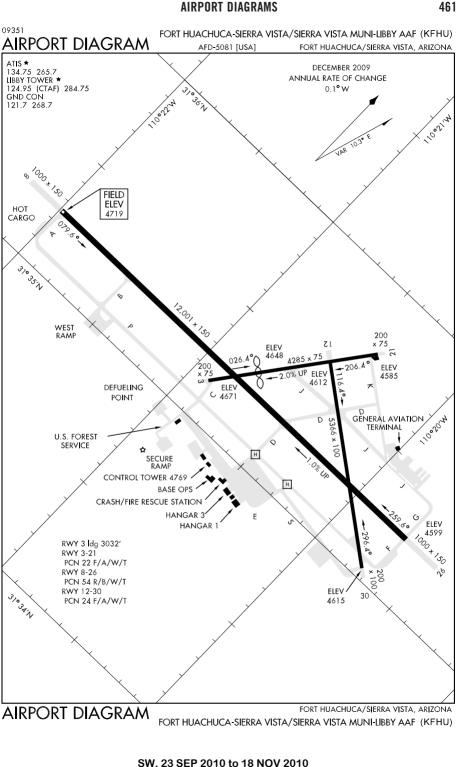


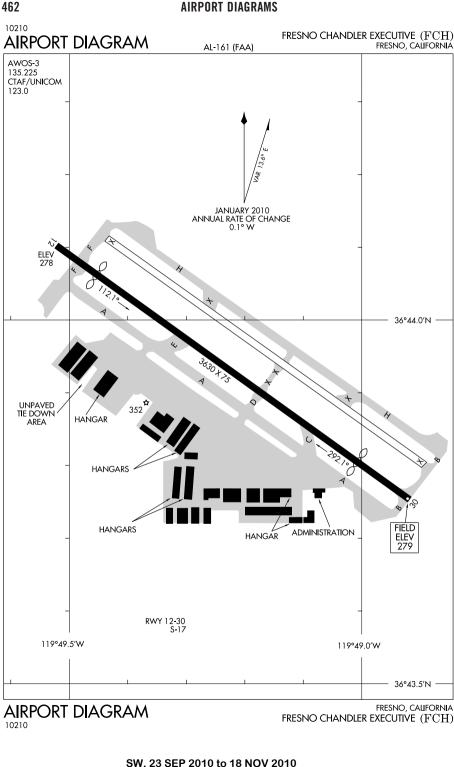


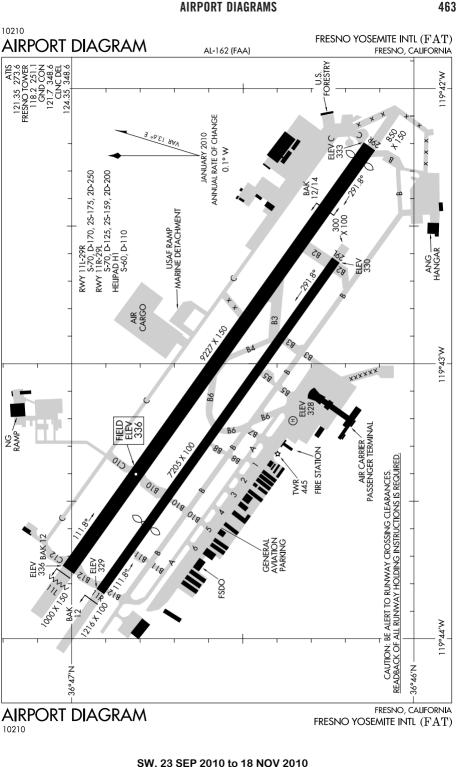


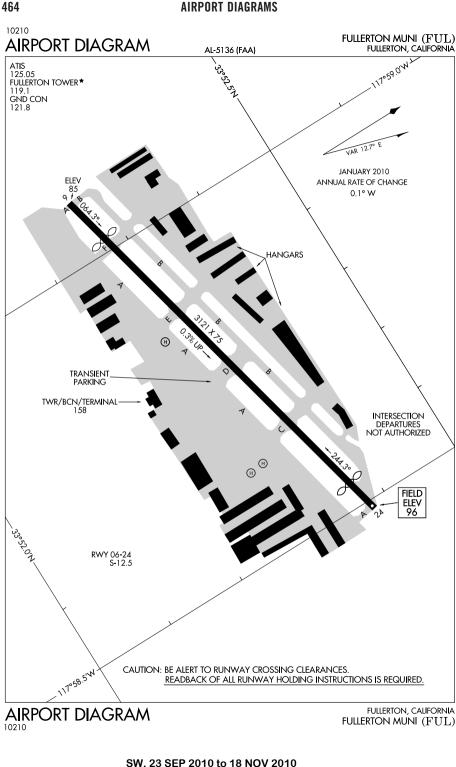


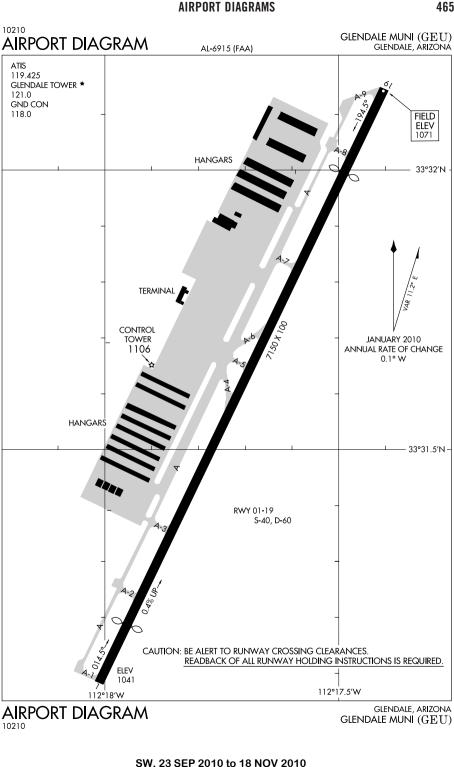


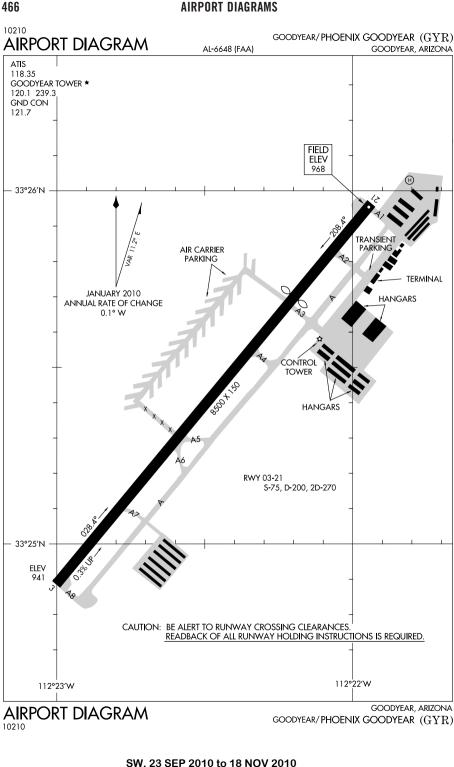


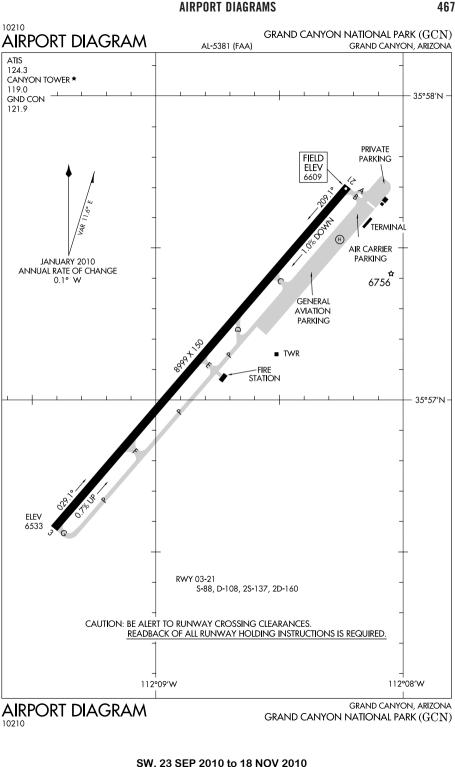


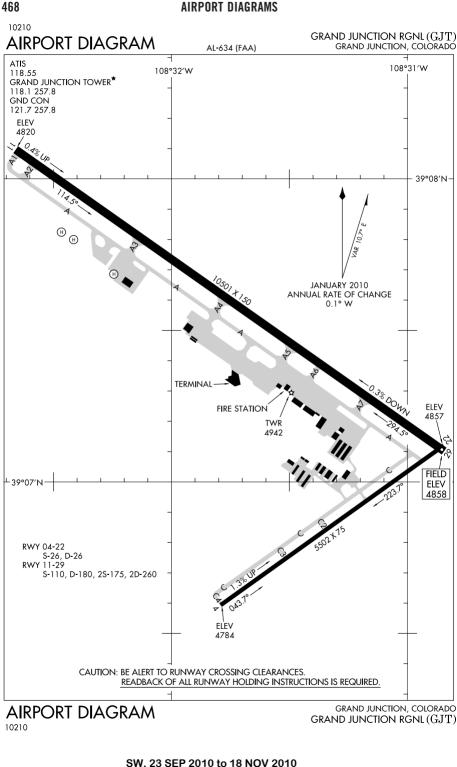


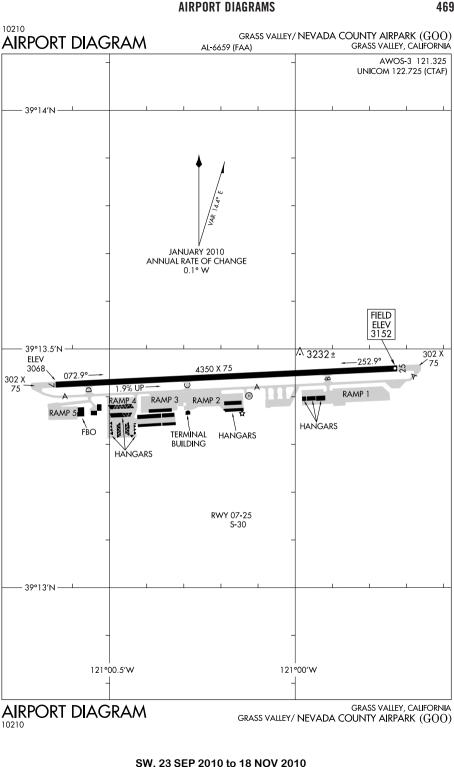


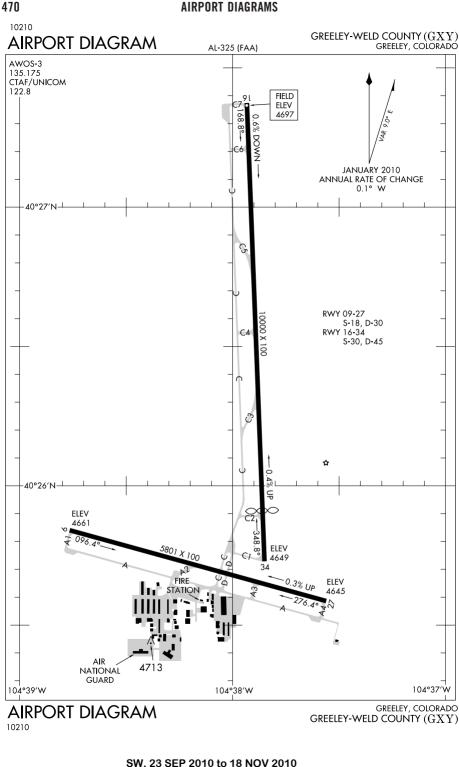


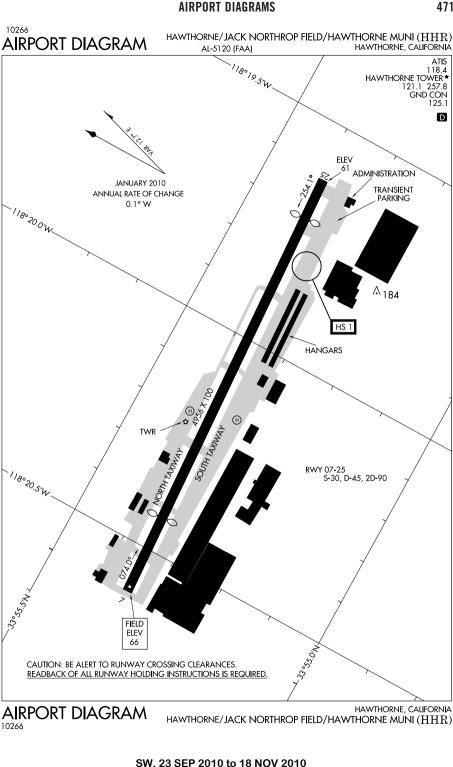


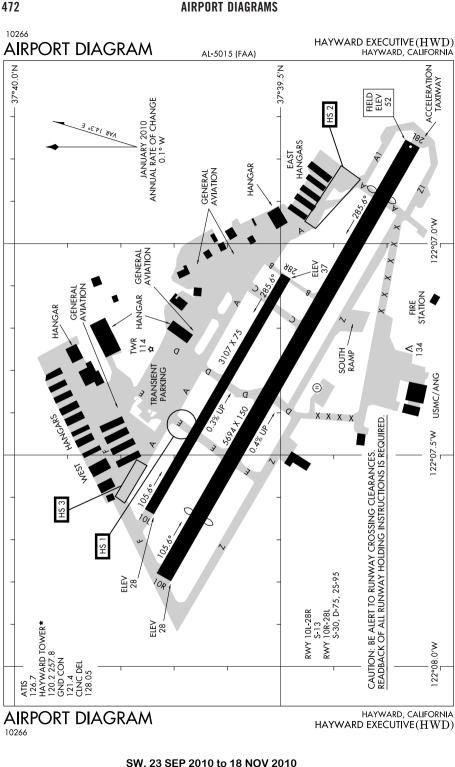


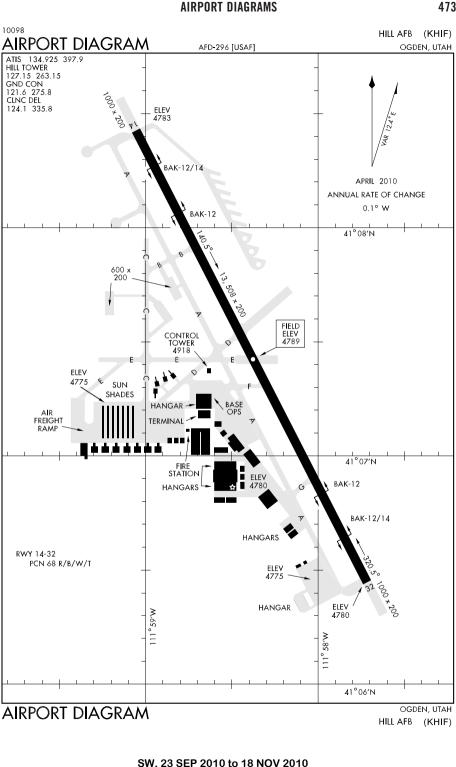


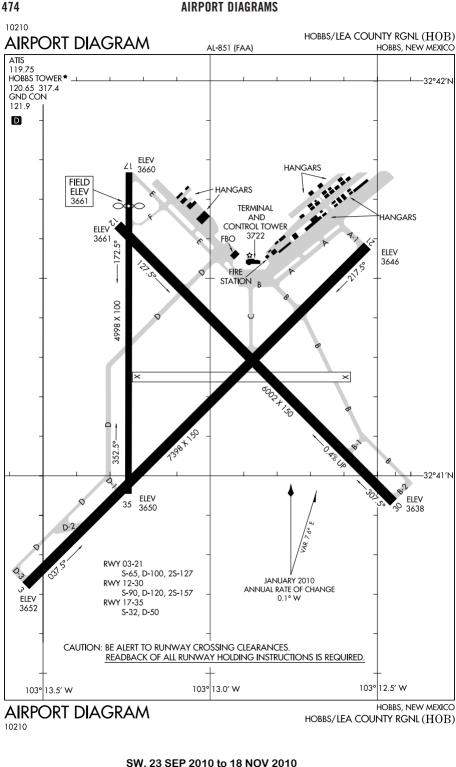


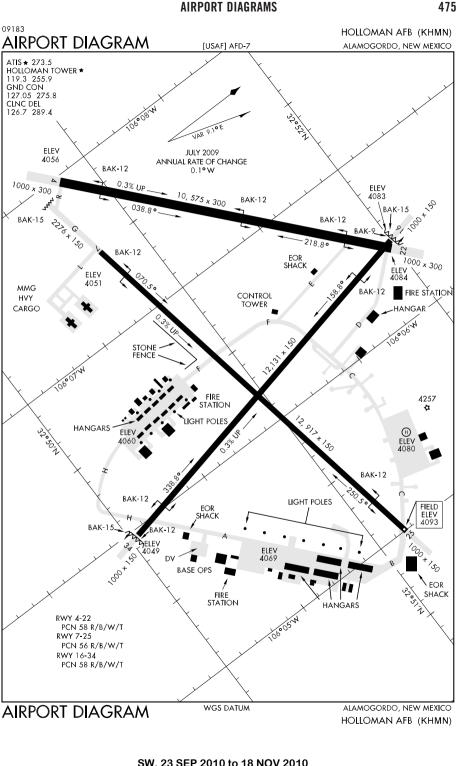


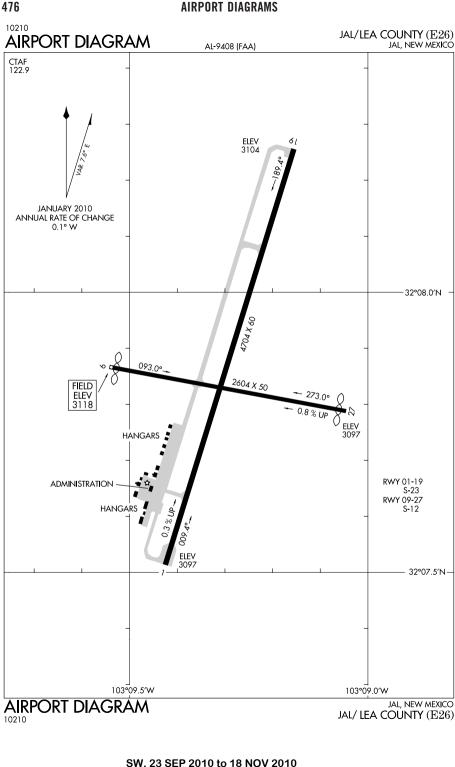


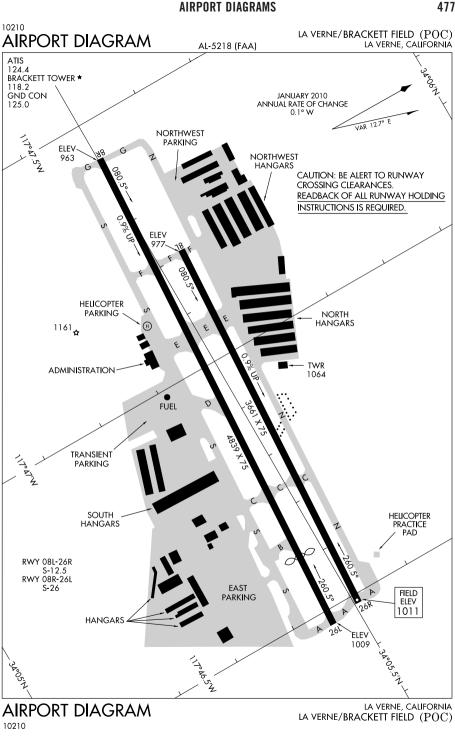


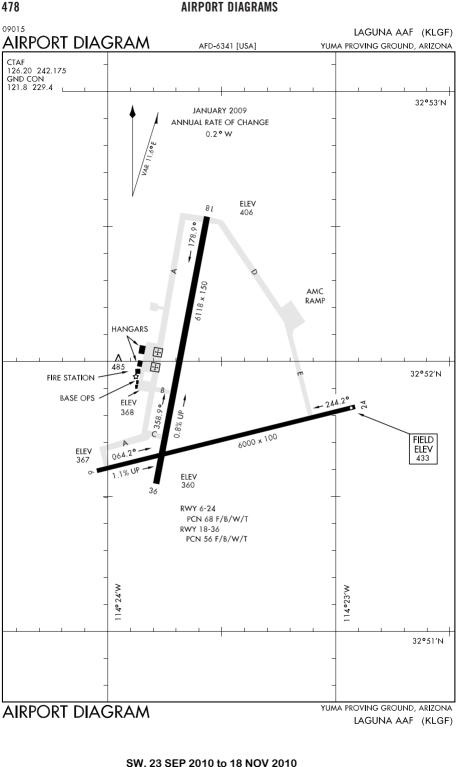


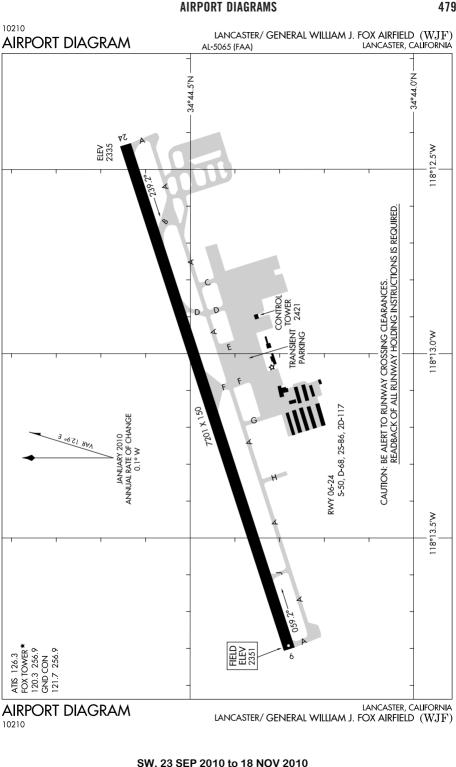


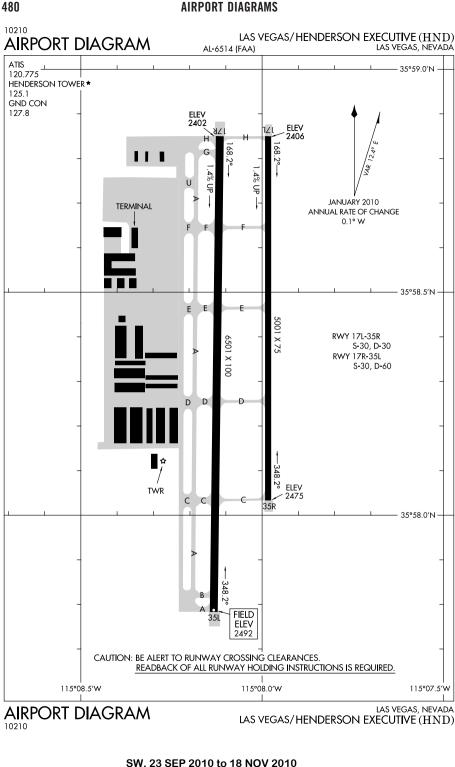


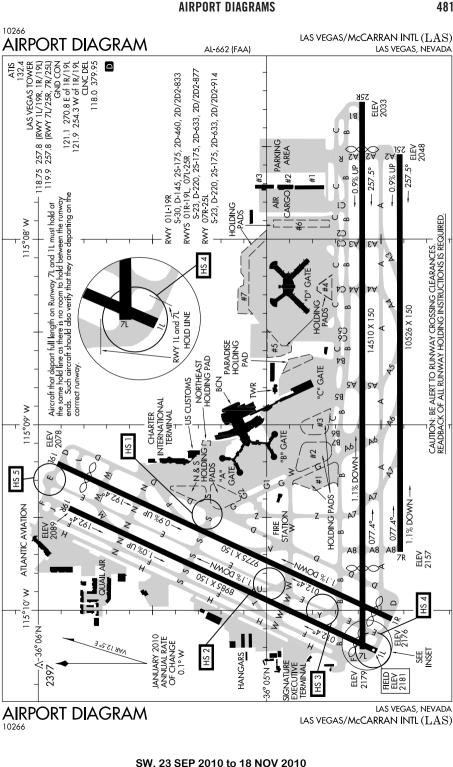


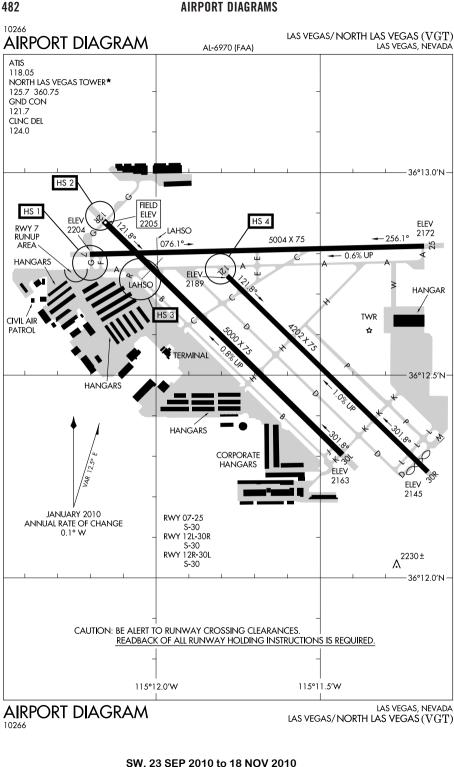


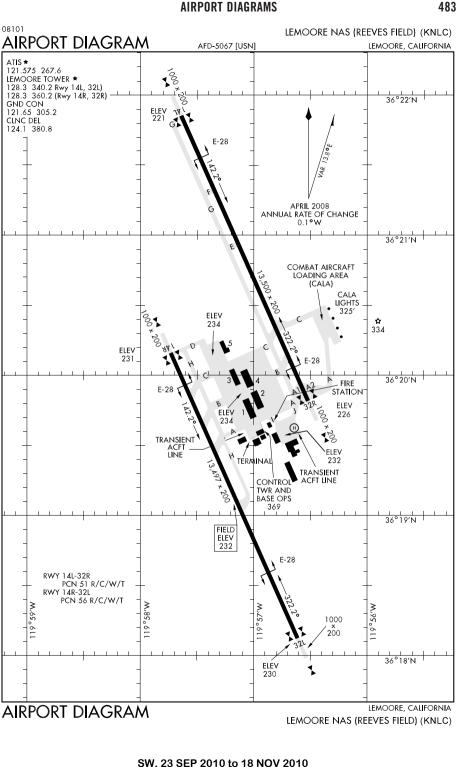


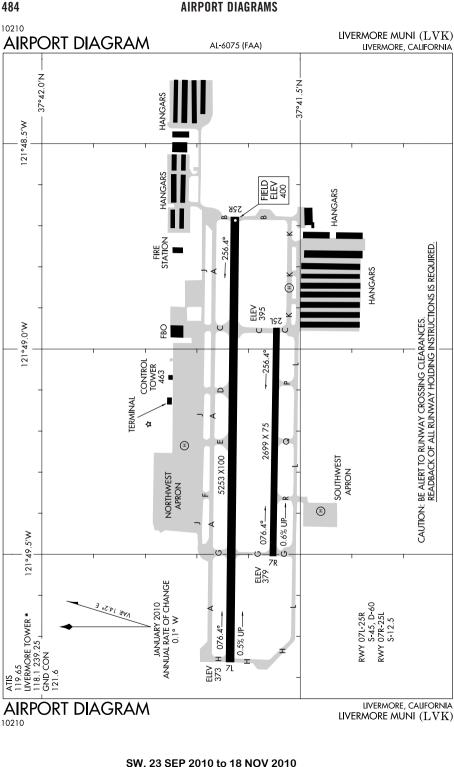


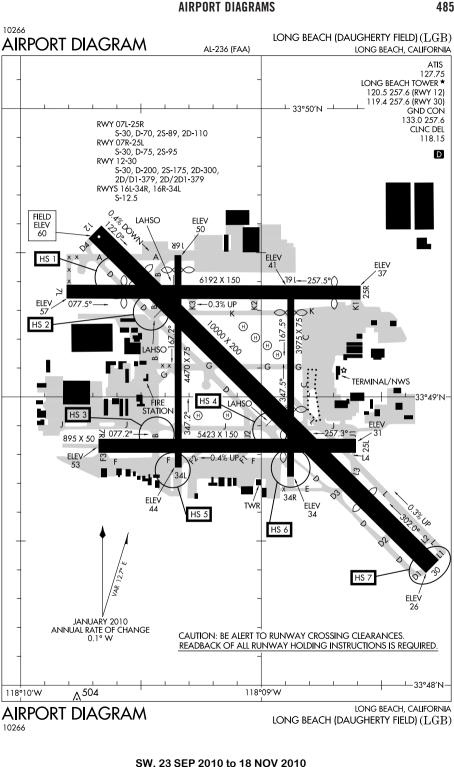


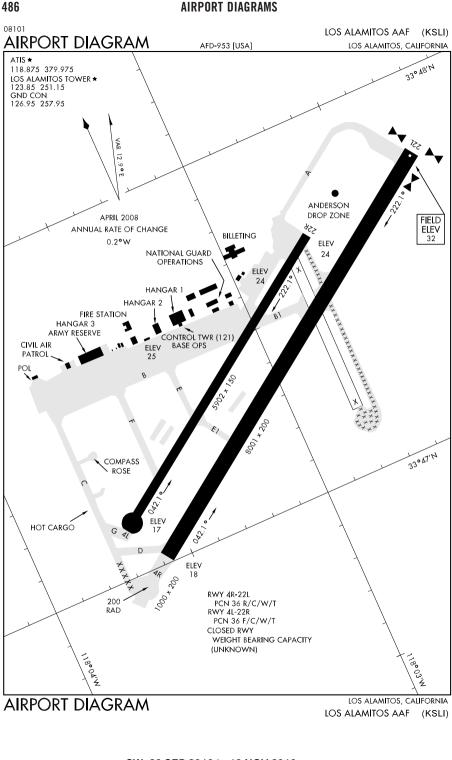




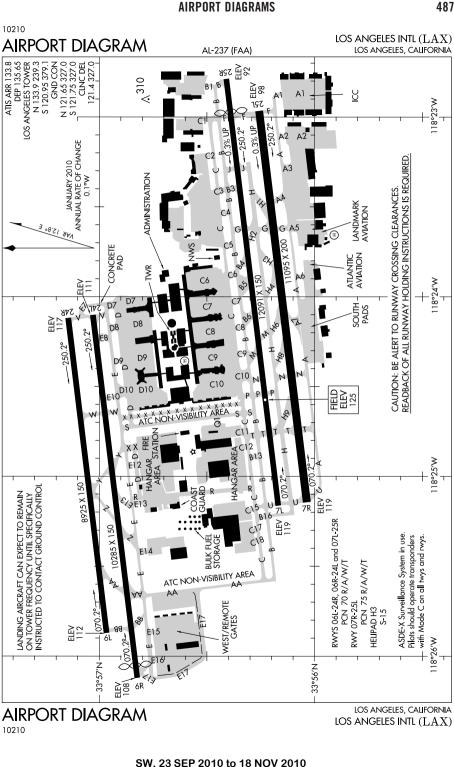


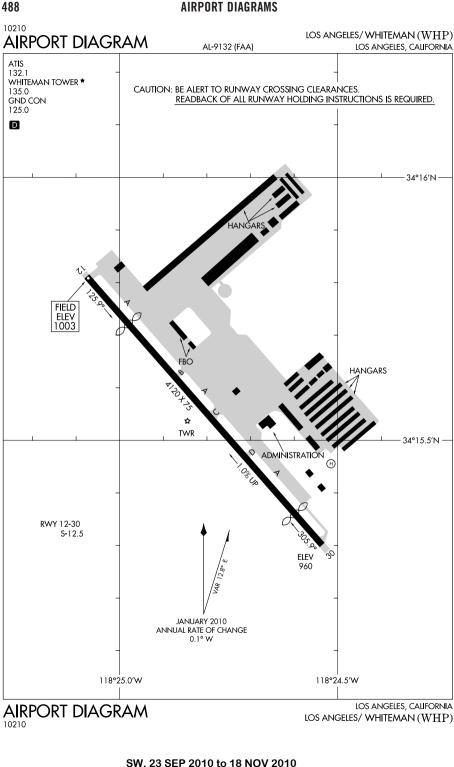


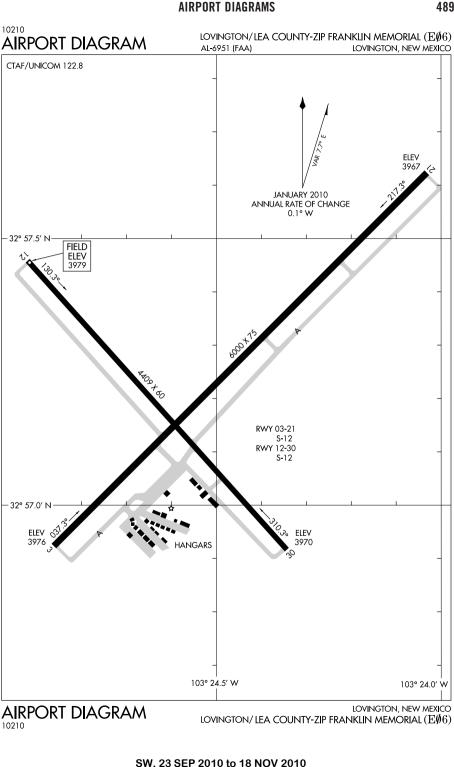


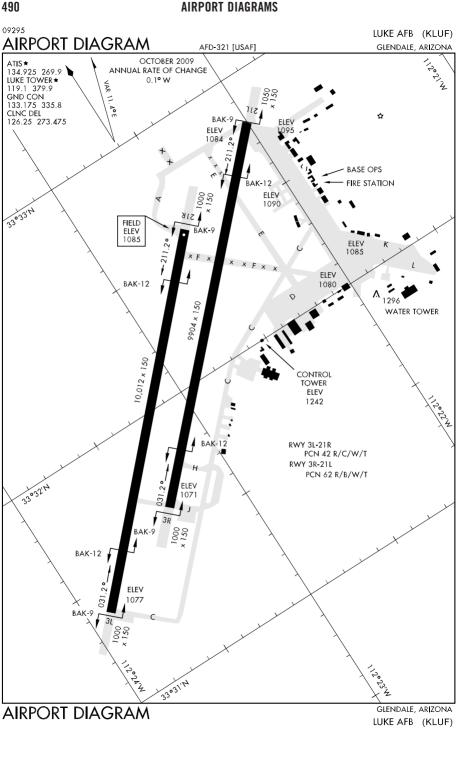


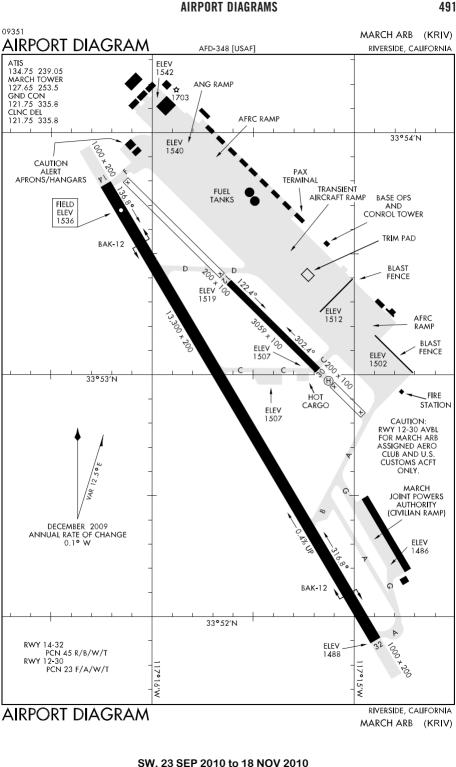
SW, 23 SEP 2010 to 18 NOV 2010

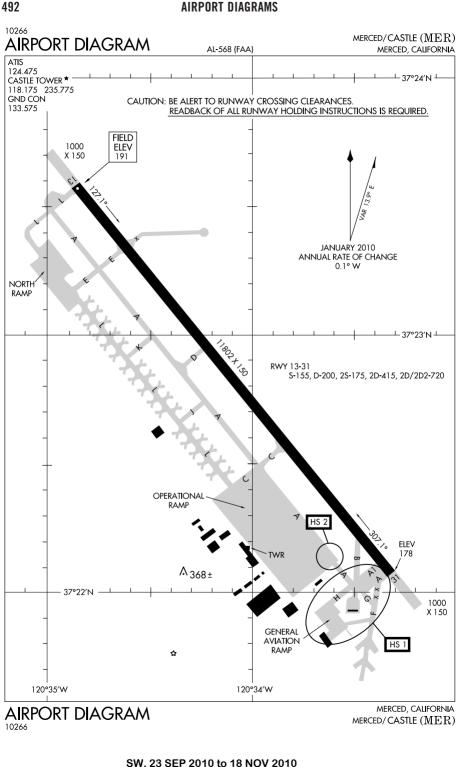


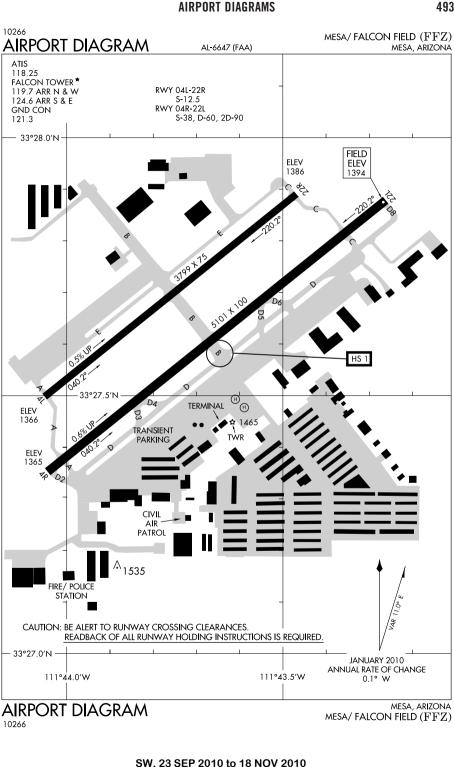


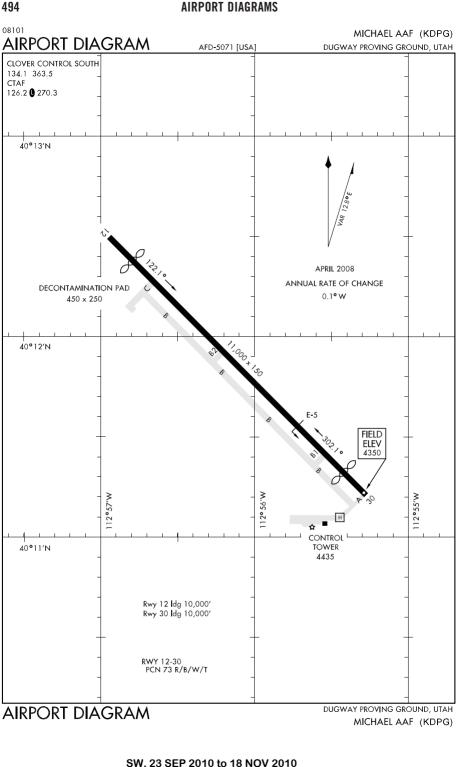


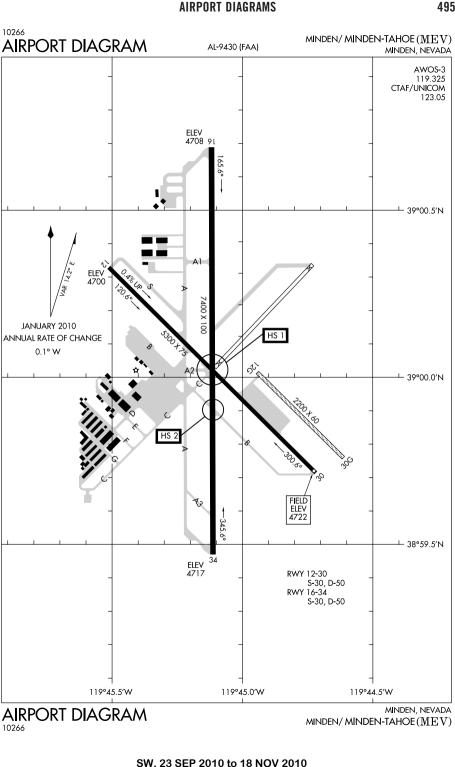


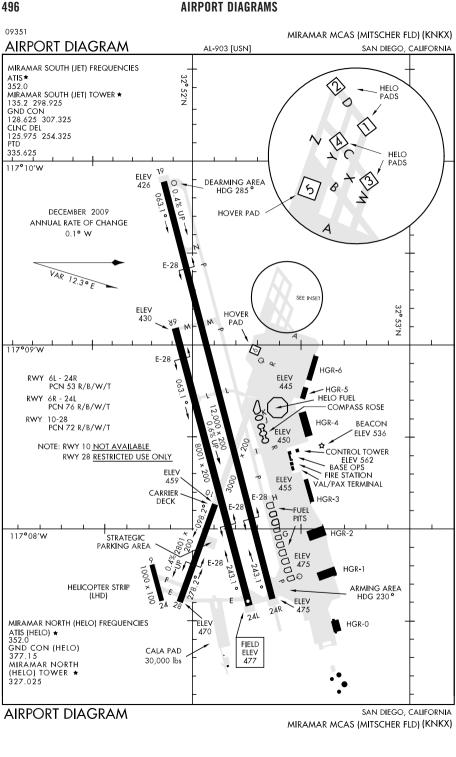




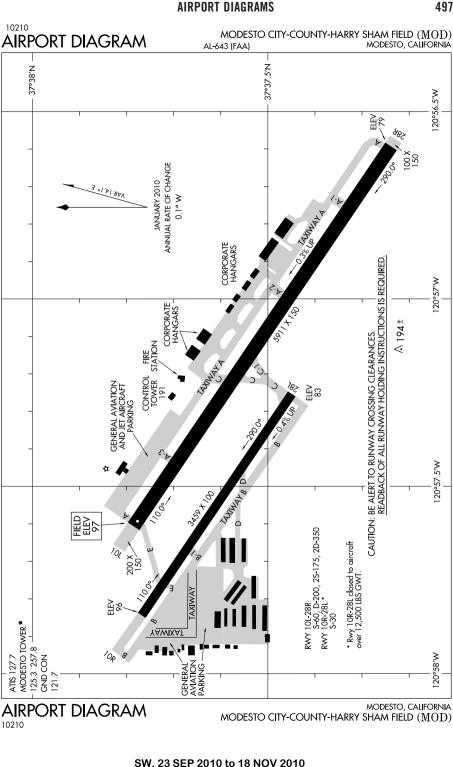


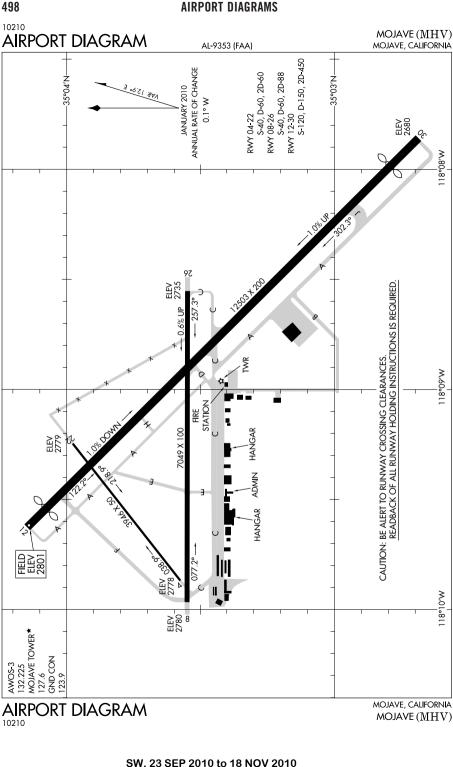


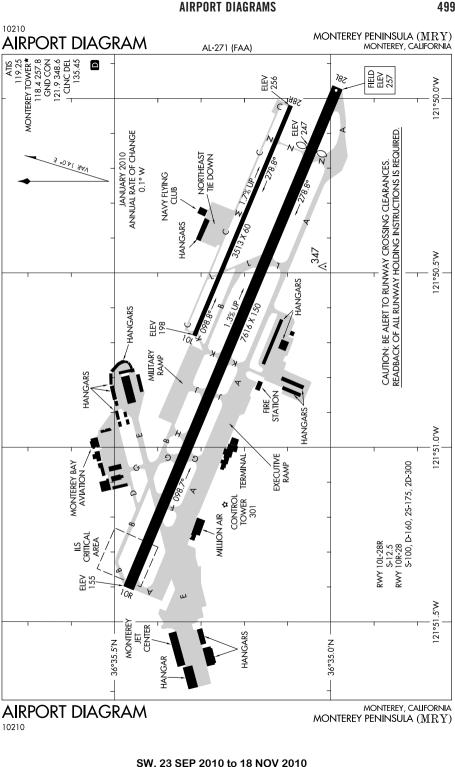


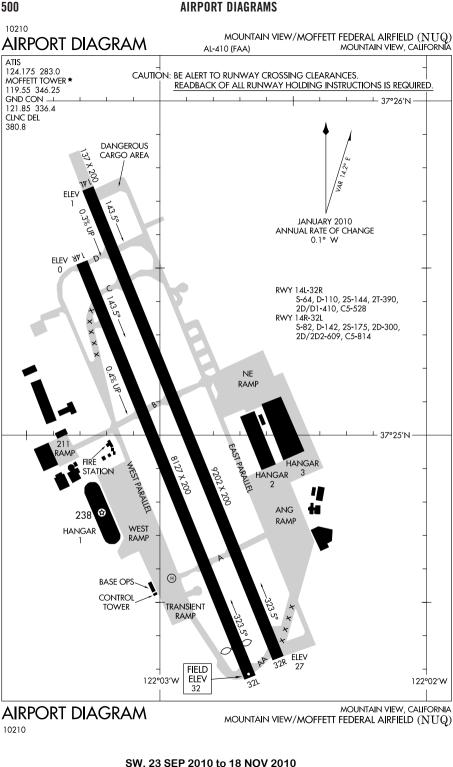


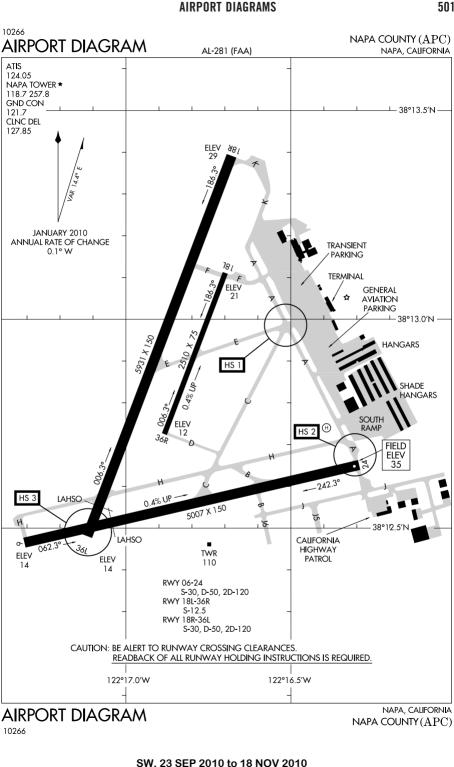
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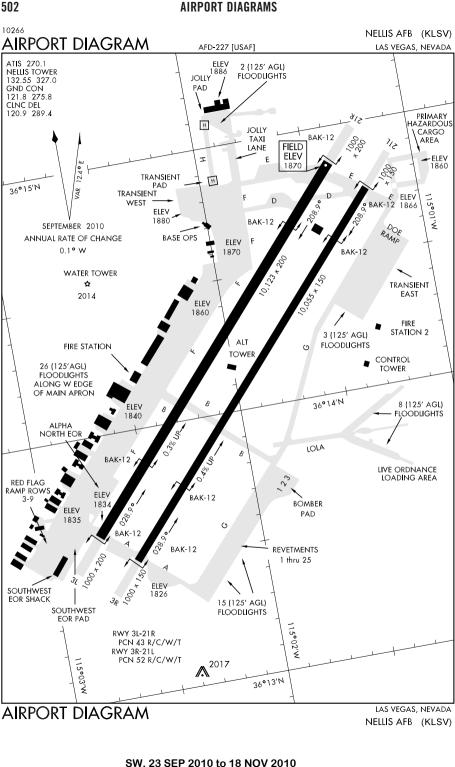


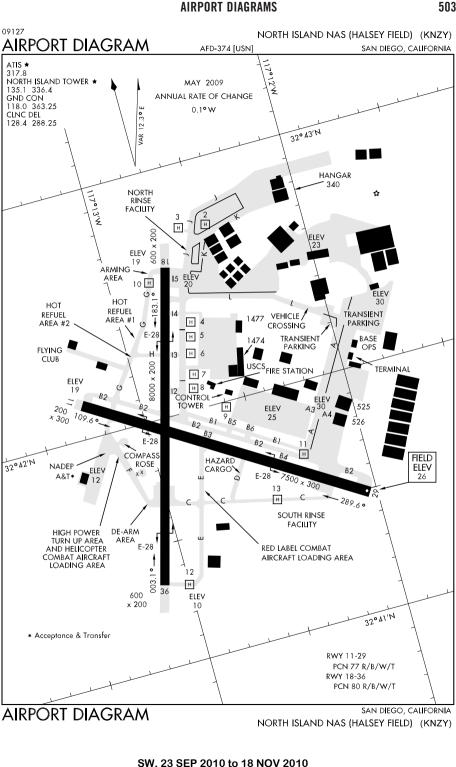


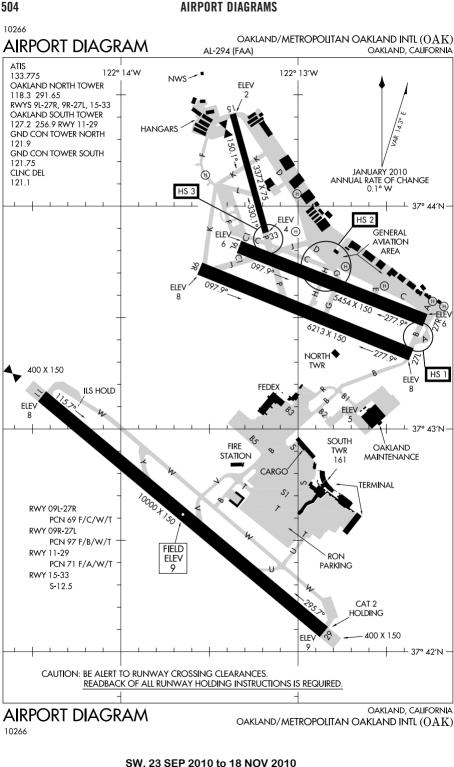


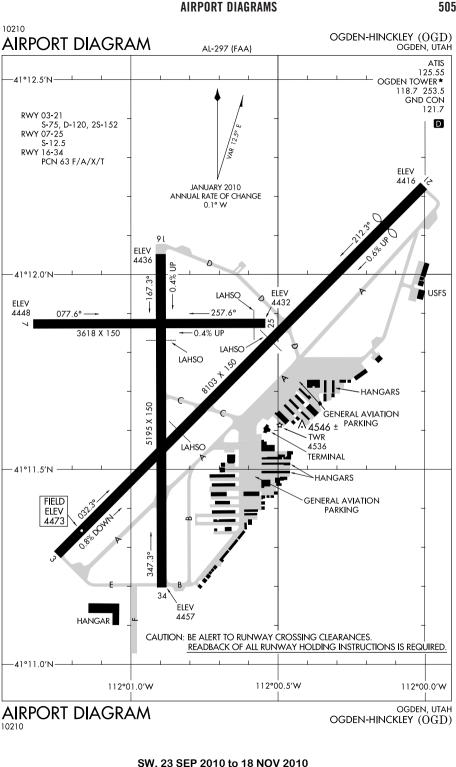


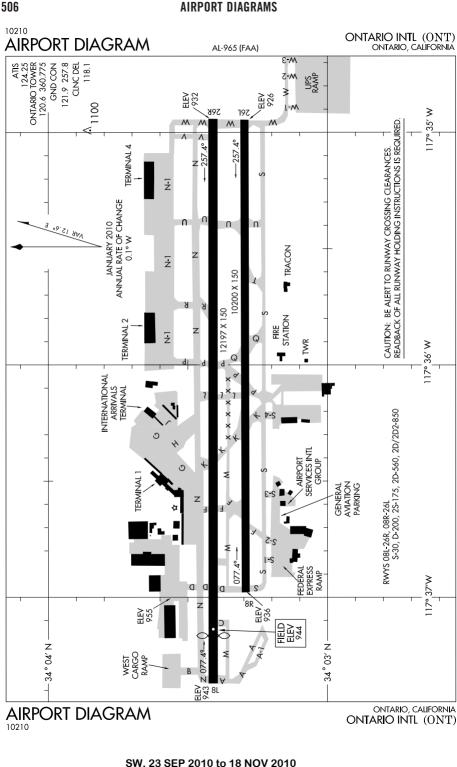


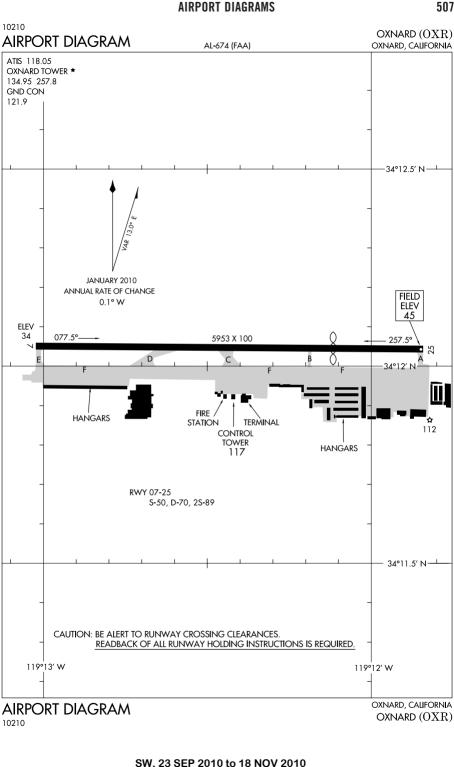


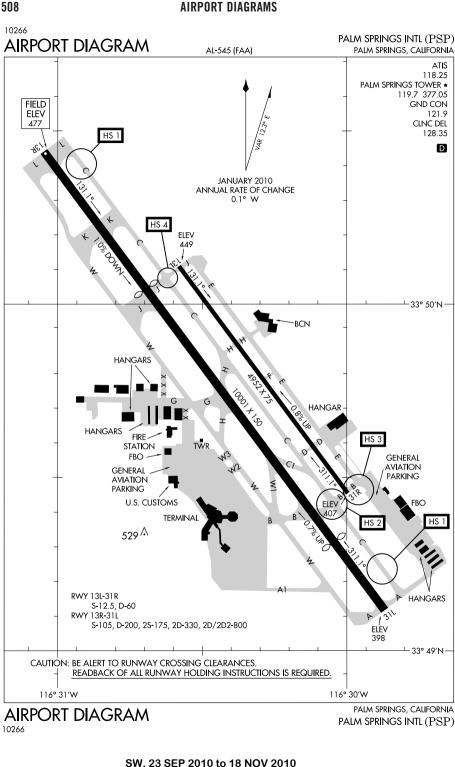


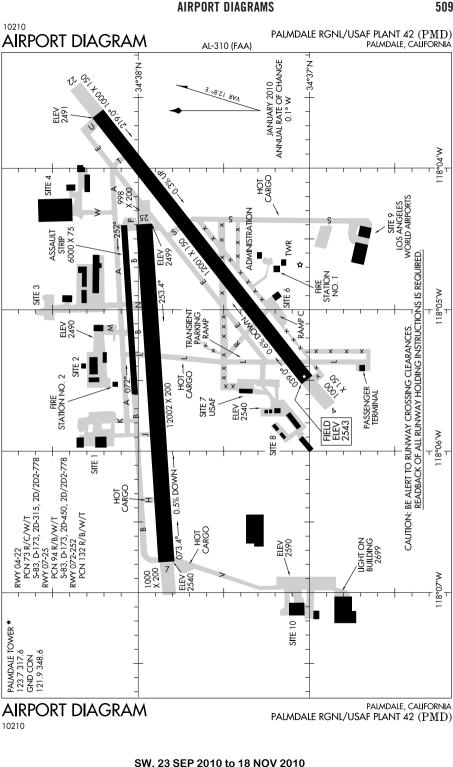


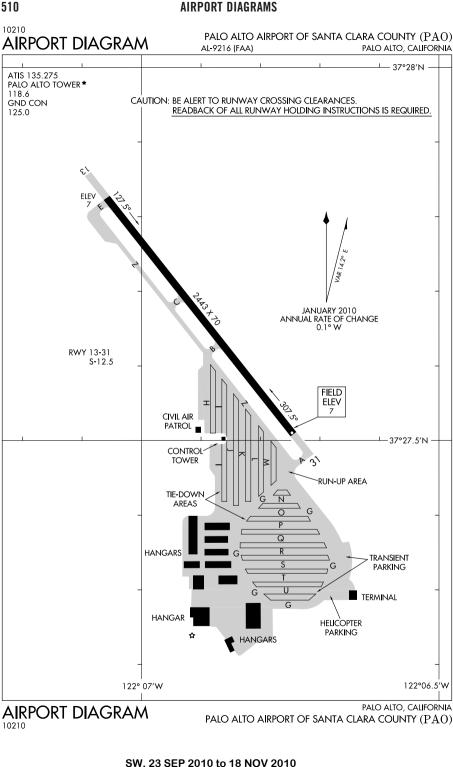


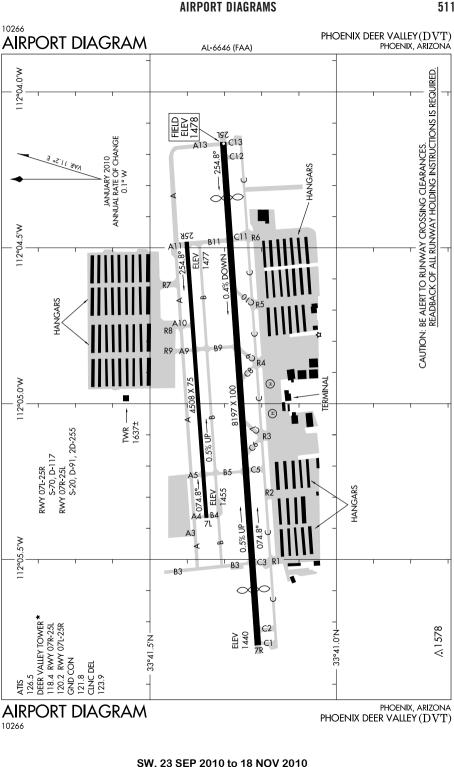


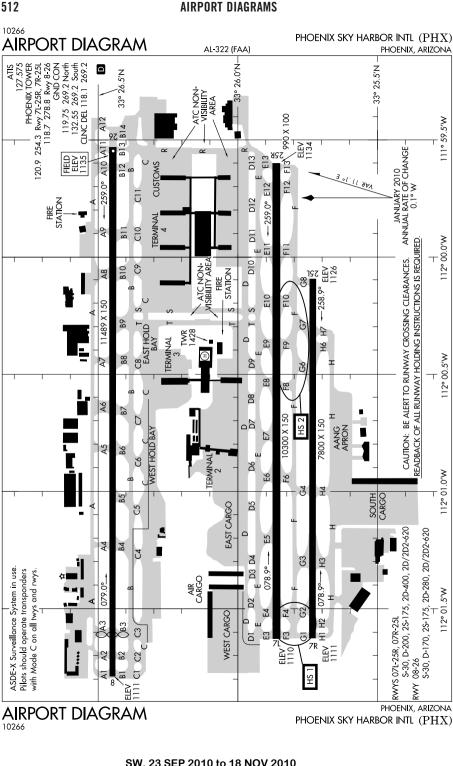


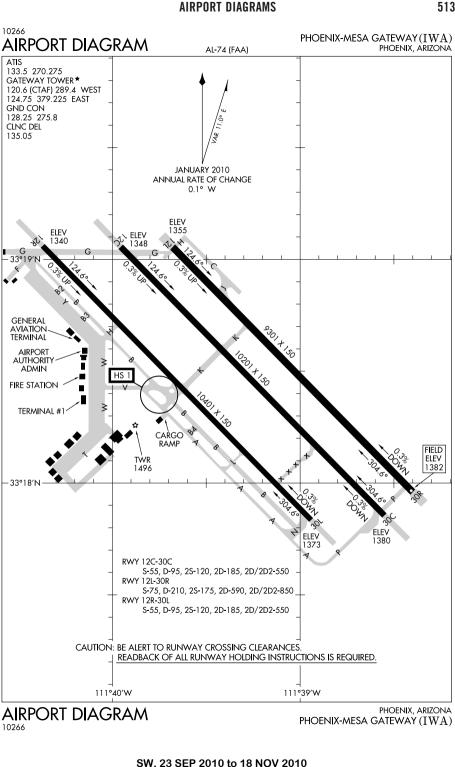


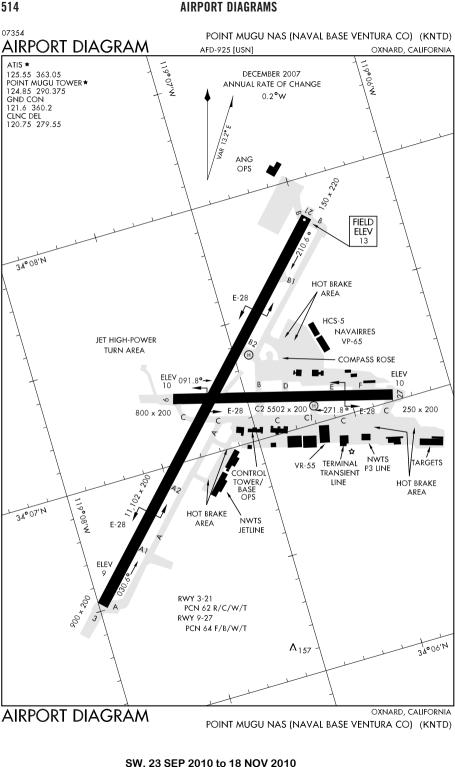


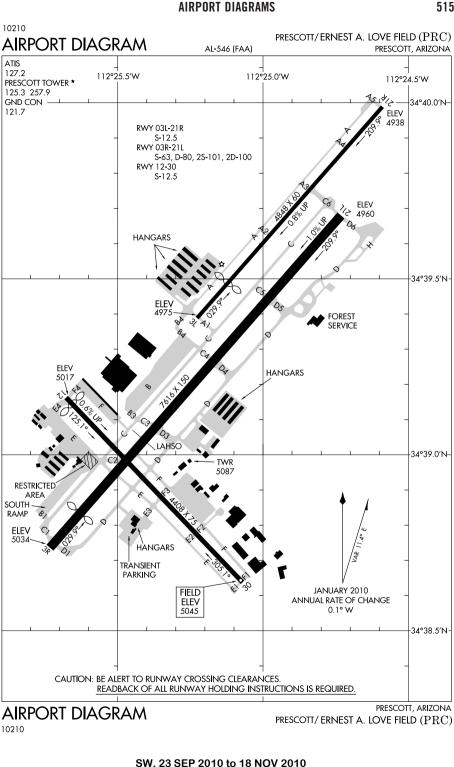


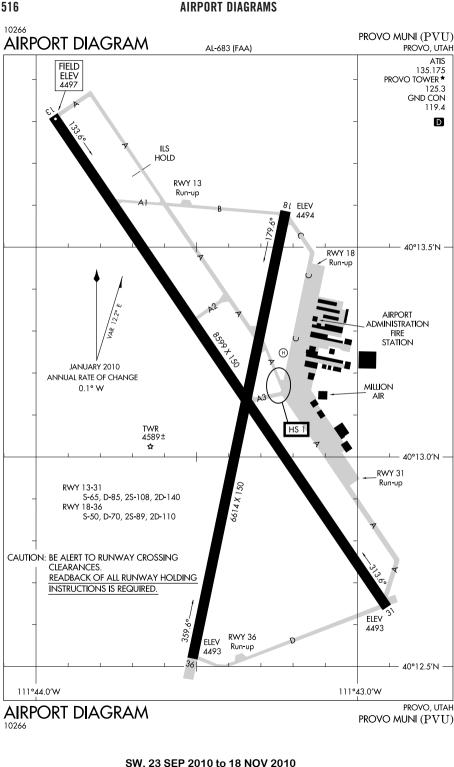


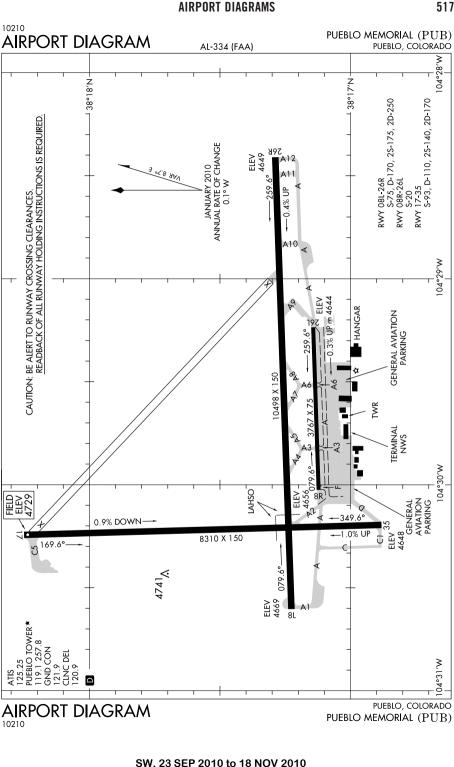


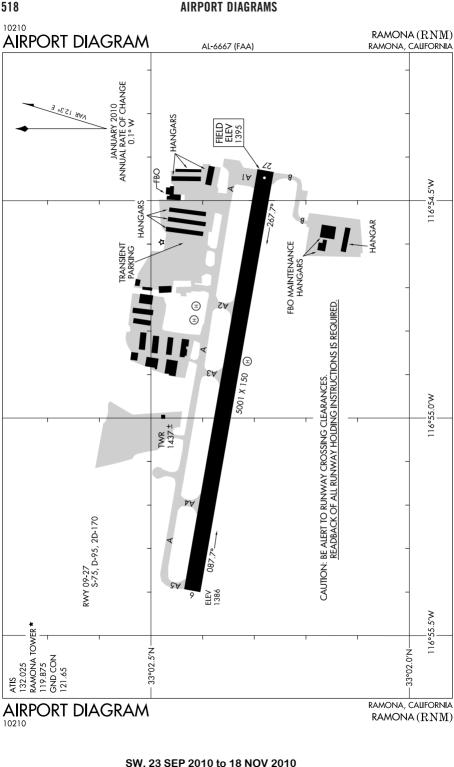


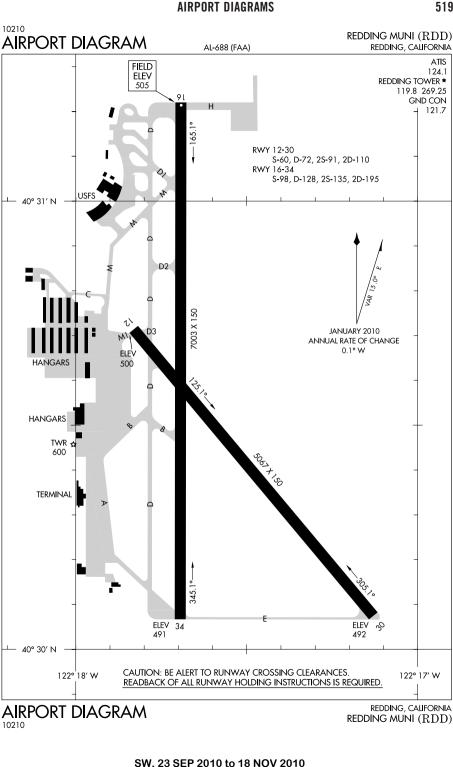


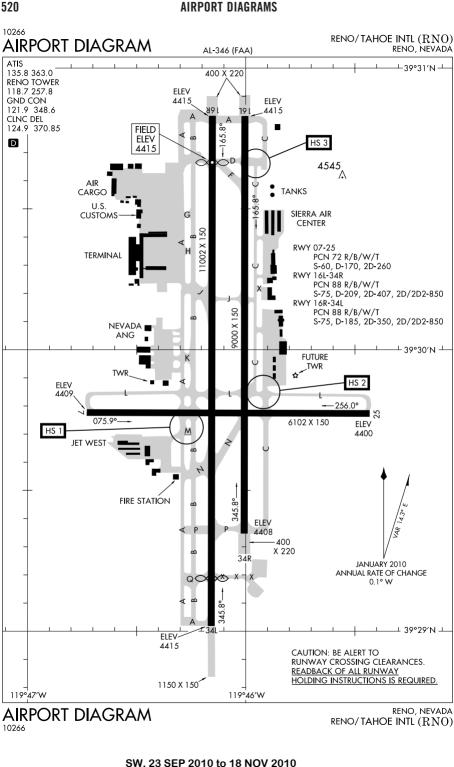


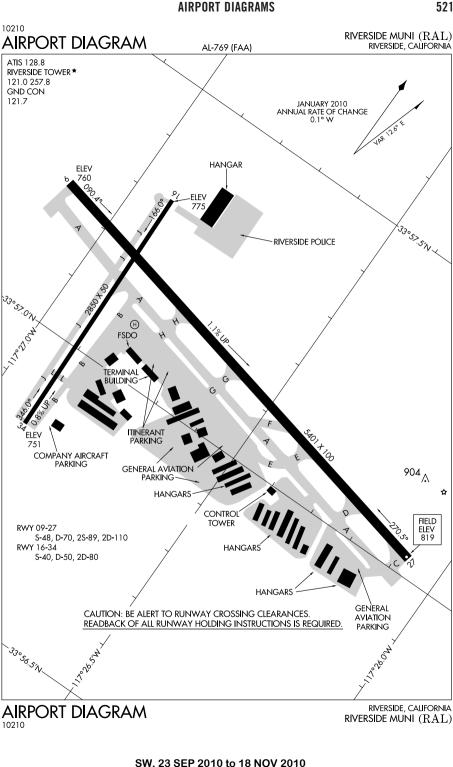


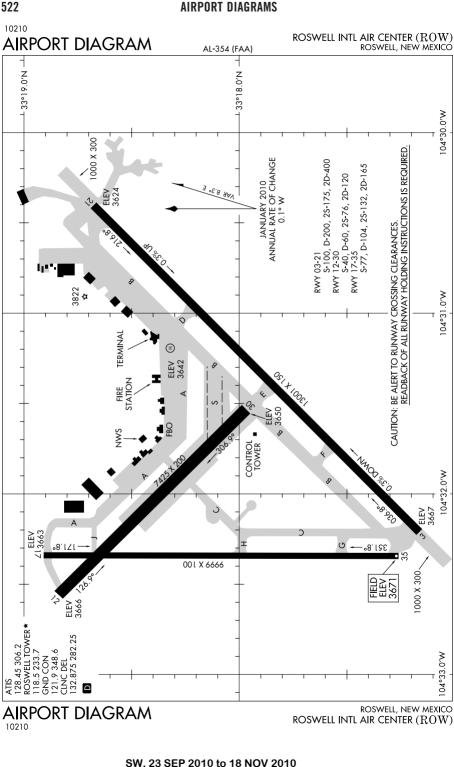


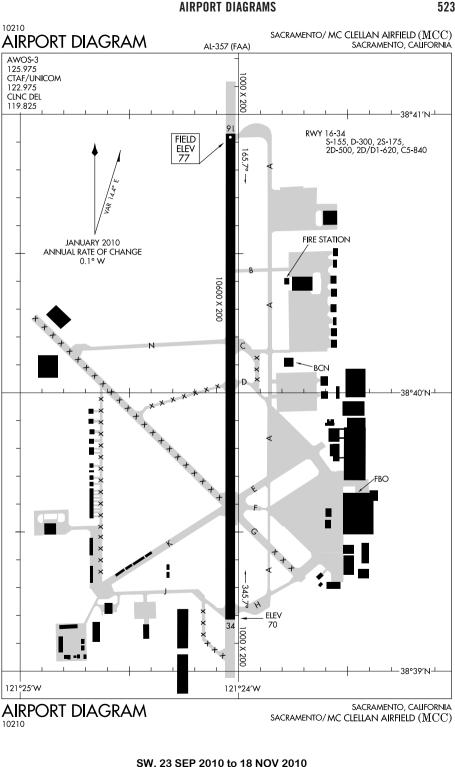


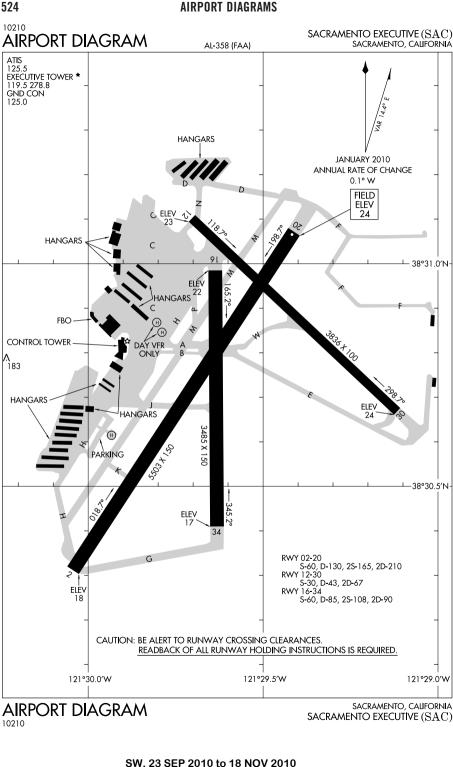


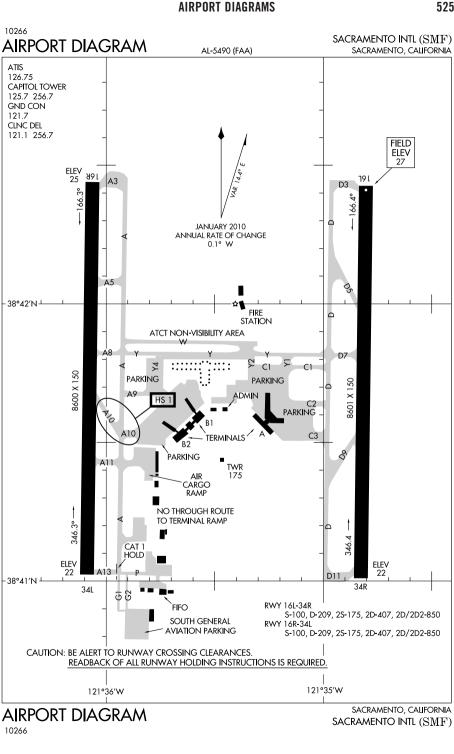


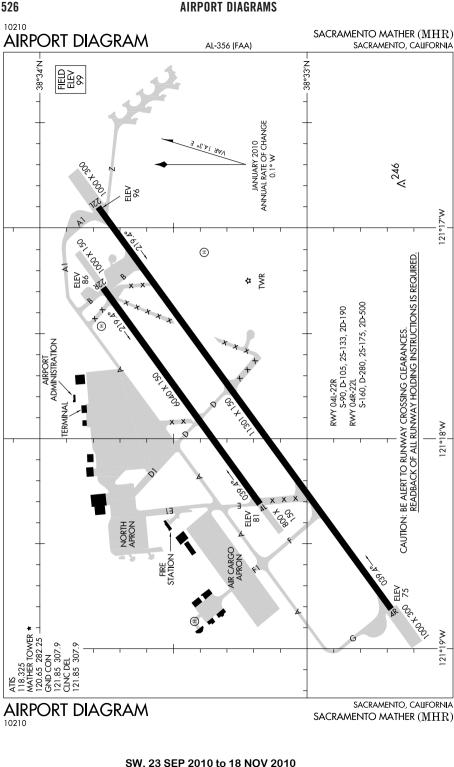


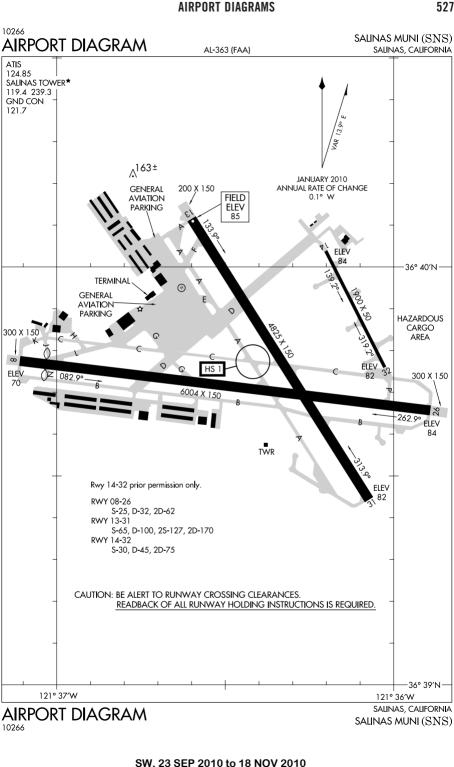


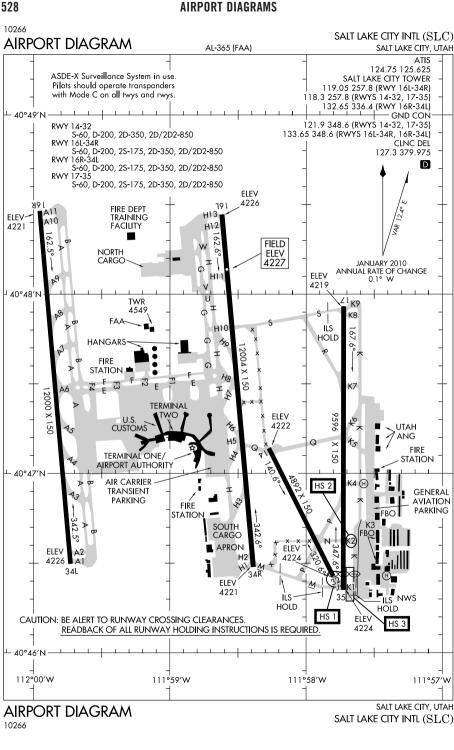




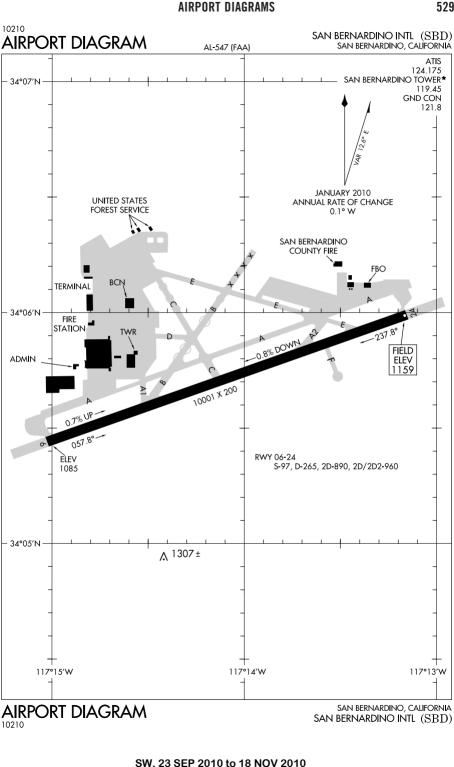


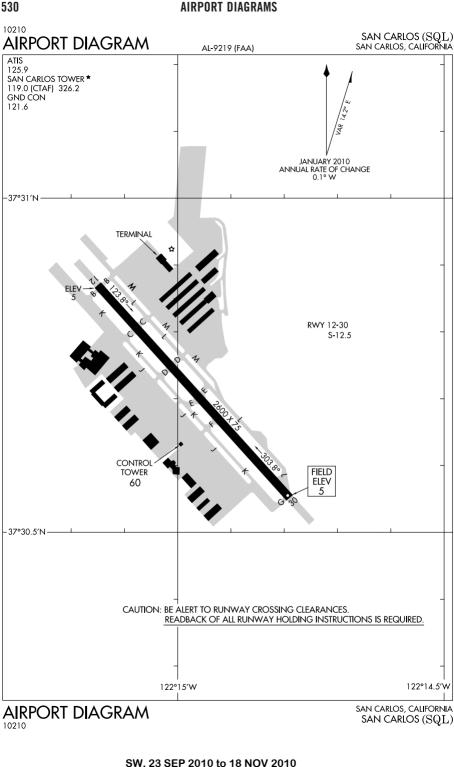


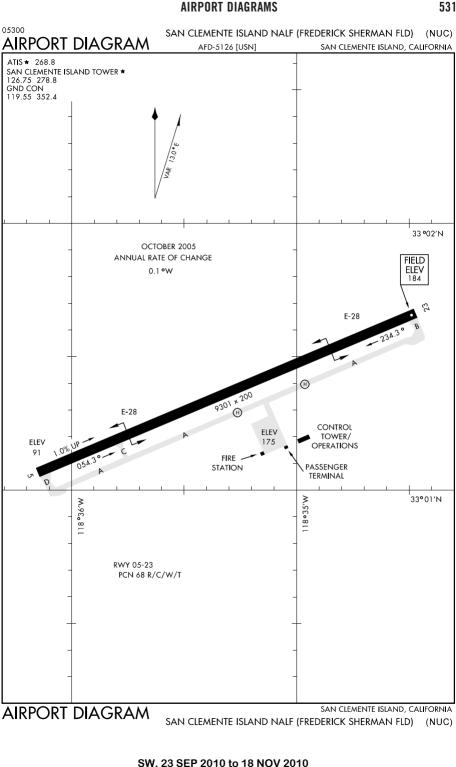


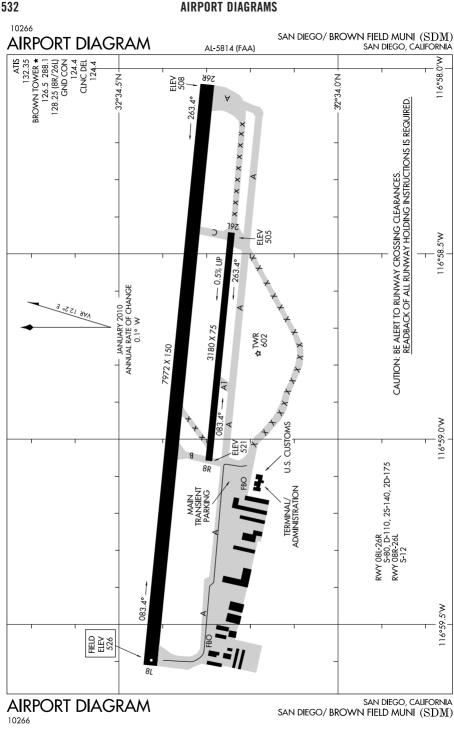


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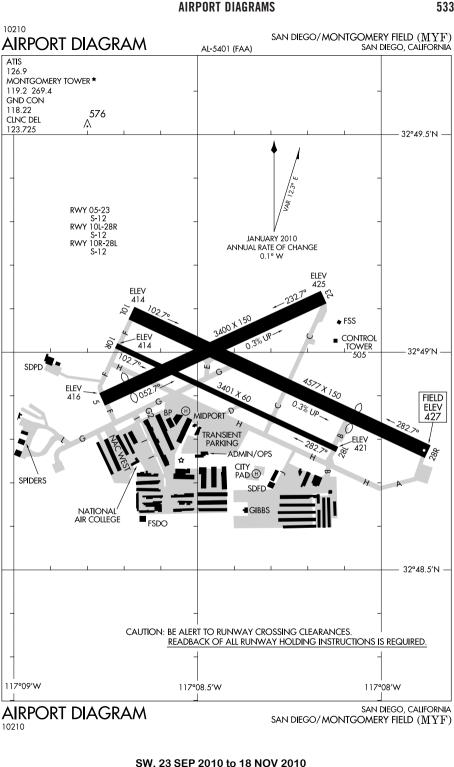


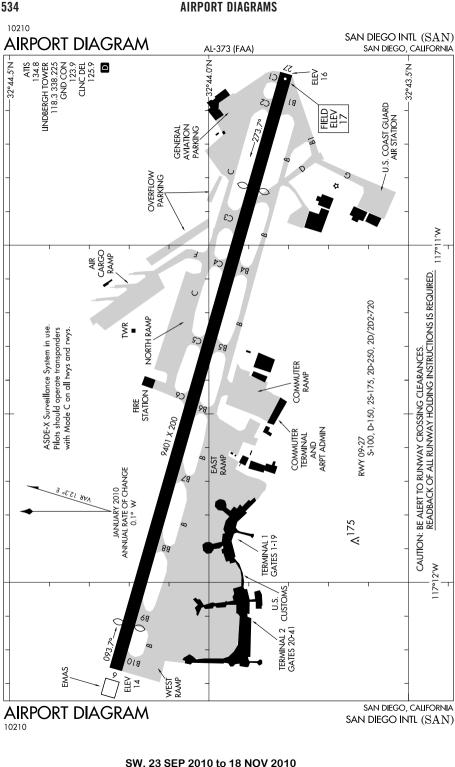


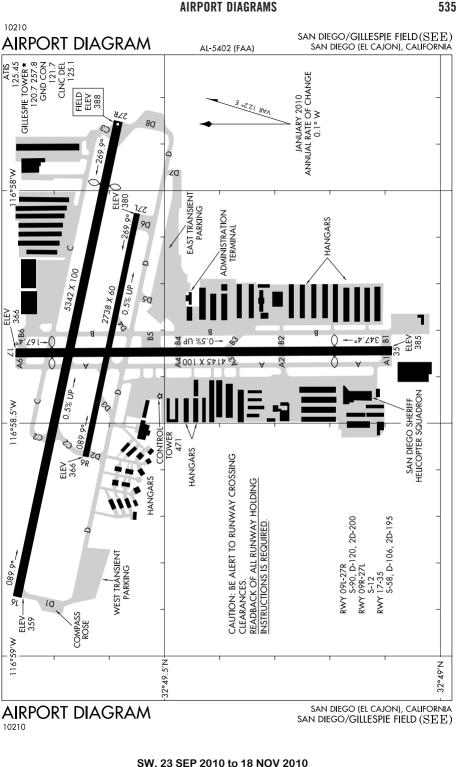


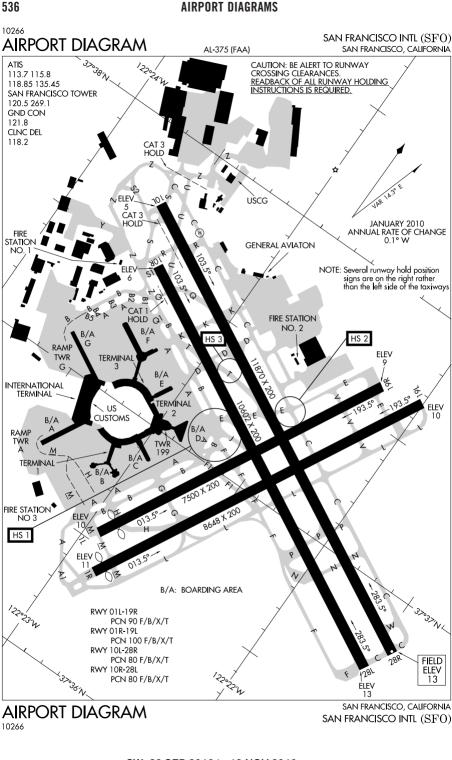


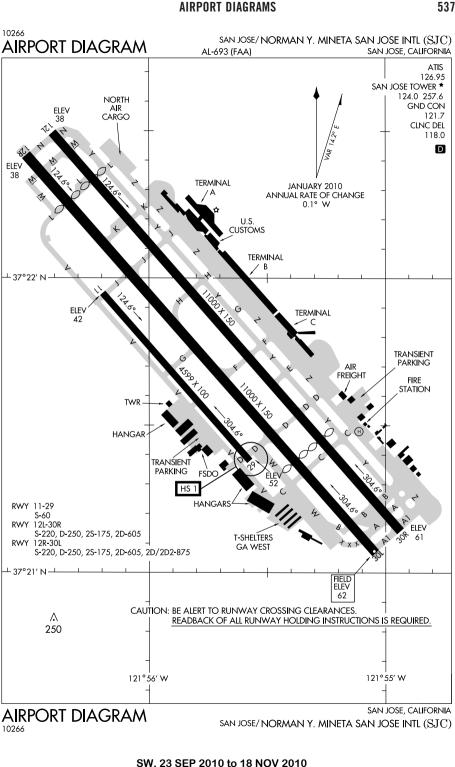
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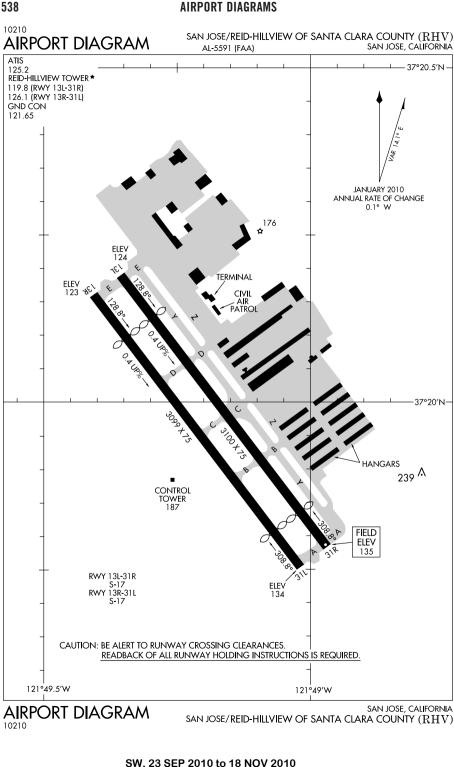


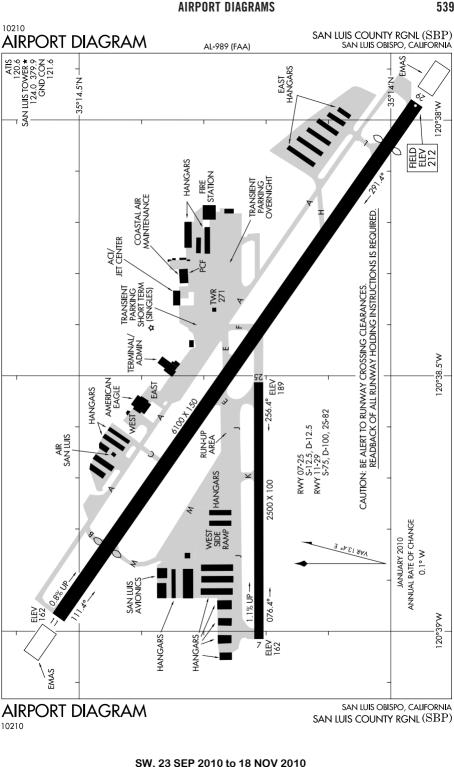


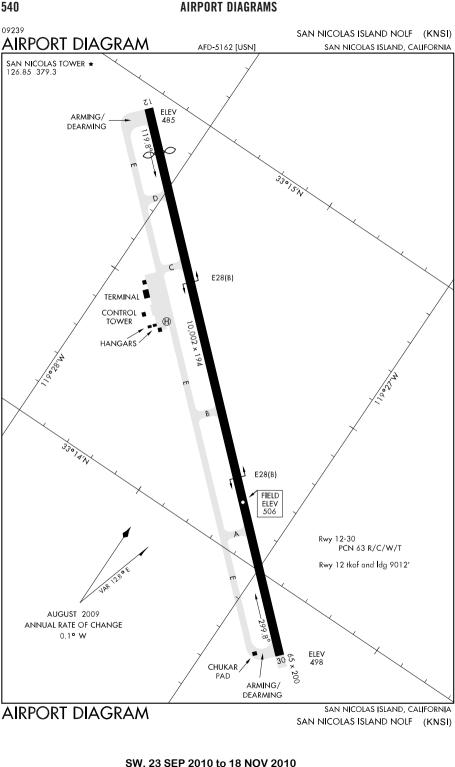


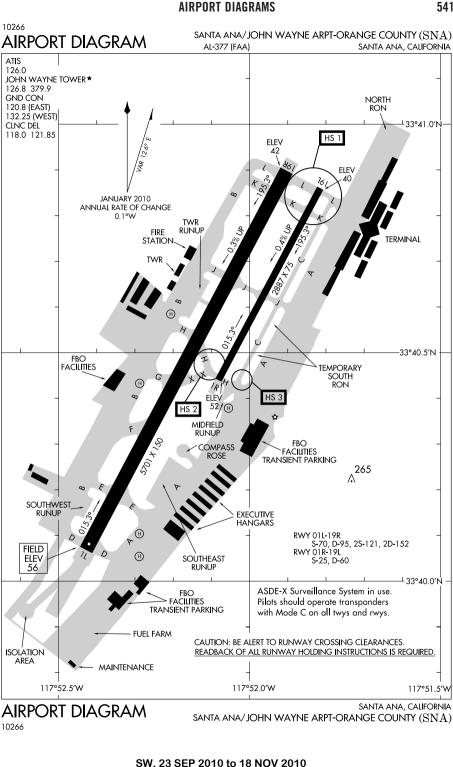


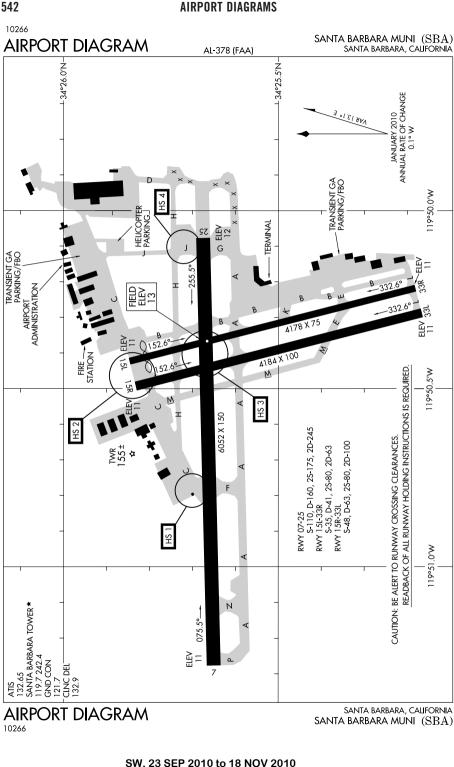


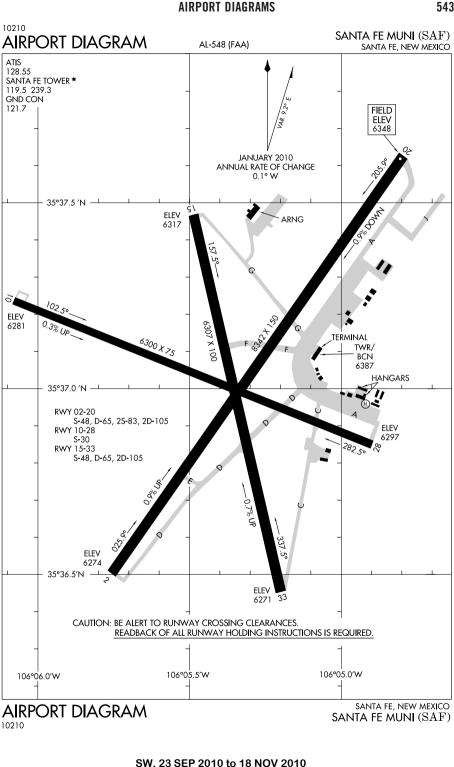


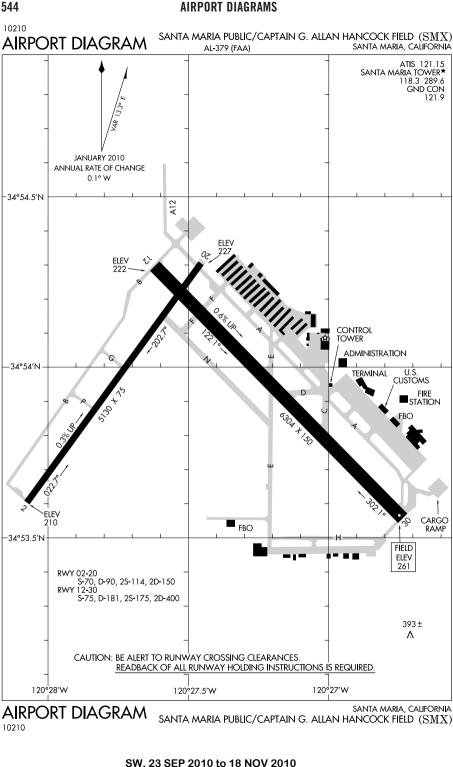


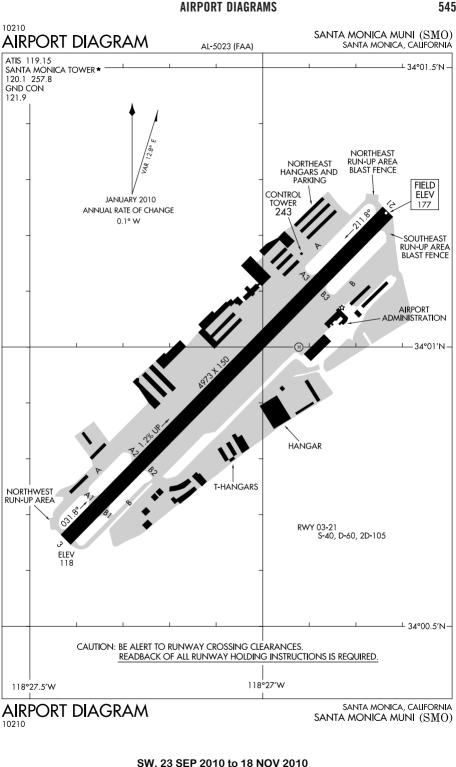


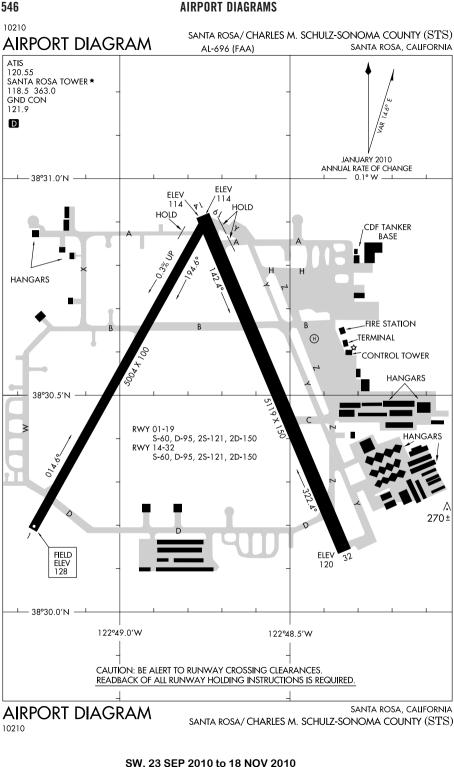


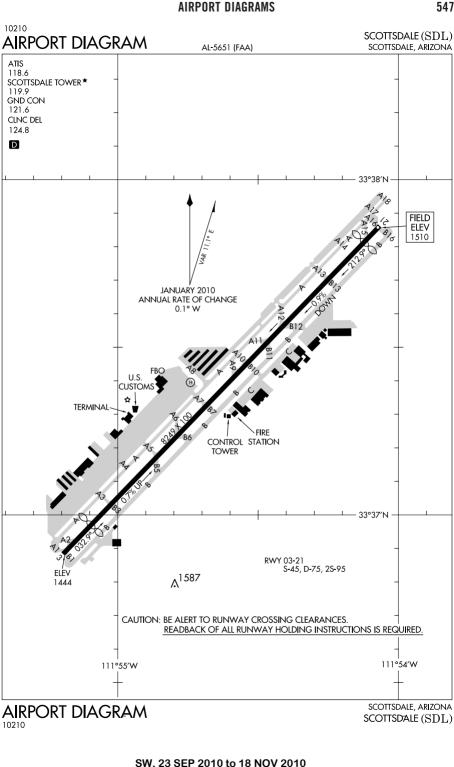


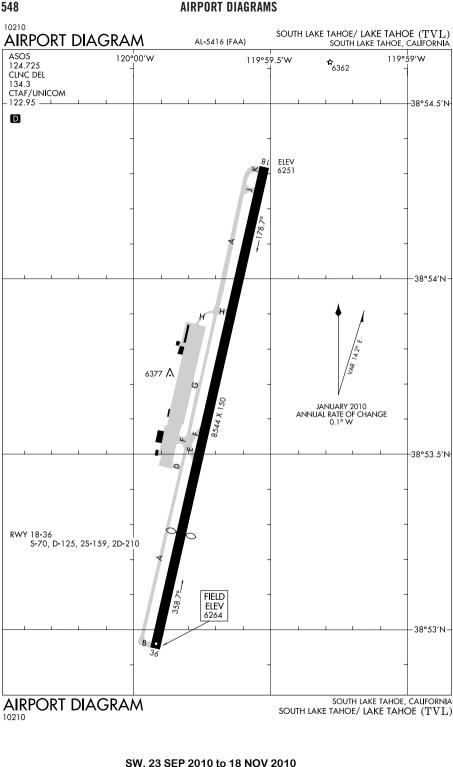


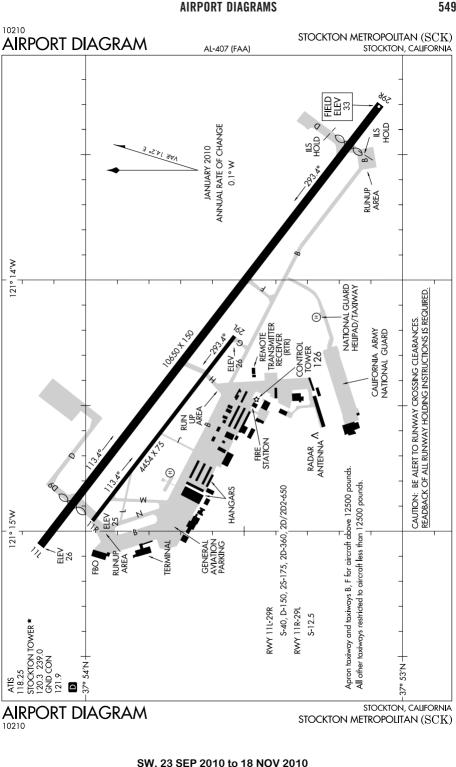


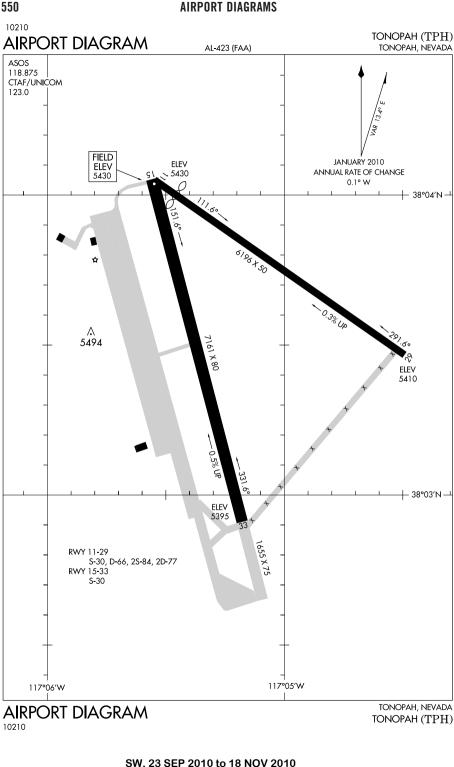


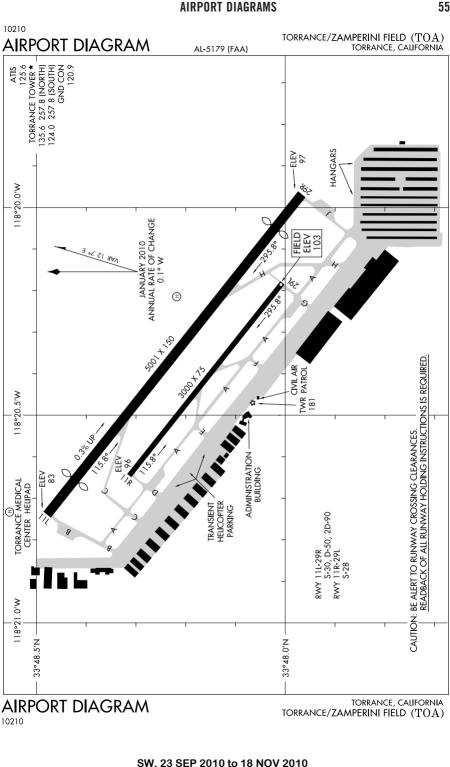


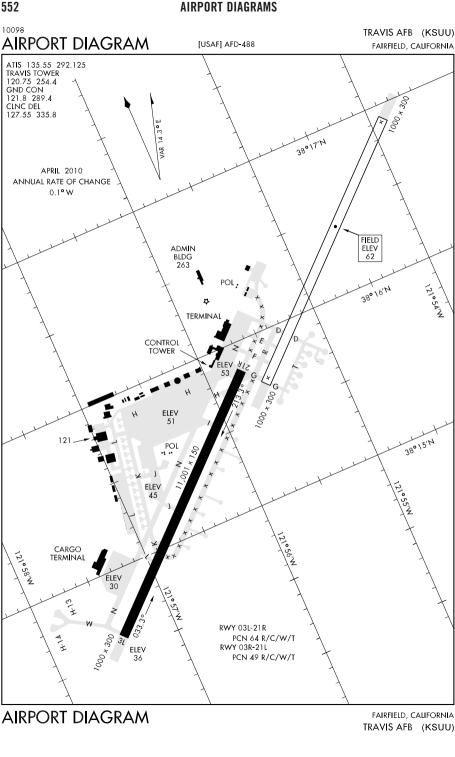












SW. 23 SEP 2010 to 18 NOV 2010

